

NACOmatic

Effective: 23-Sep-2010

Expires: 21-Oct-2010



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NORFOLK	PVG	-	252				
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INSTRUMENT APPROACH PROCEDURE CHARTS

A **IFR ALTERNATE AIRPORT MINIMUMS**

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS
ABINGDON, VA

VIRGINIA HIGHLANDS **LOC Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR/DME-B

NA when local weather not available.
Category C, 800-2¼, Category D, 800-2½.

ANNAPOLIS, MD

LEE **RNAV (GPS)-A**
NA when local weather not available.

BALTIMORE, MD

BALTIMORE-WASHINGTON INTL
THURGOOD MARSHALL **ILS or LOC Rwy 15L¹**
ILS or LOC Rwy 28²
VOR Rwy 10³

¹ILS, LOC, Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

²ILS, Categories A,B,C, 700-2; Category D 700-2¼; LOC, Category D, 800-2¼.

³Categories A,B,1200-2; Category C,D 1200-3.

MARTIN STATE **LDA Rwy 33¹²**
LOC Rwy 15¹
VOR/DME or TACAN Z Rwy 15³

¹NA when control tower closed.

²NA when local weather not available.

³Categories A, B, 900-2; Category C, 900-2½; Category D 900-2¾.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY
EXECUTIVE **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.

NAME ALTERNATE MINIMUMS
CHARLOTTESVILLE, VA

CHARLOTTESVILLE-
ALBEMARLE **ILS or LOC Rwy 3¹²**
RNAV (GPS) Rwy 3³⁴
RNAV (GPS) Y Rwy 21³⁵
RNAV (GPS) Z Rwy 21³

¹NA when control tower closed.

²ILS, Categories A, B, C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

³NA when local weather not available.

⁴Category D, 1000-3.

⁵Category C, 800-2¼; Category D, 1000-3.

COLLEGE PARK, MD

COLLEGE PARK **RNAV (GPS) Rwy 15**
NA when local weather not available.

CULPEPER, VA

CULPEPER RGNL **LOC Rwy 4¹**
RNAV (GPS) Rwy 4²
RNAV (GPS) Rwy 22²
VOR-A²

¹NA when FBO closed.

²NA when local weather not available.

DANVILLE, VA

DANVILLE RGNL **ILS or LOC Rwy 2**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2
VOR Rwy 20¹

NA when local weather not available.

¹Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

DUBLIN, VA

NEW RIVER VALLEY **VOR or GPS-A**
Category D, 800-2¼.

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ALTERNATE MINS

M2

NAME ALTERNATE MINIMUMS

EASTON, MD

EASTON/
NEWNAM FIELD **ILS or LOC/DME Rwy 4¹**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 33

NA when local weather not available.

¹ILS, LOC, NA when control tower closed.

EMPORIA, VA

EMPORIA-
GREENSVILLE RGNL **RNAV (GPS) Rwy 15**
 NA when local weather not available.

FARMVILLE, VA

FARMVILLE RGNL **NDB Rwy 3¹**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21

NA when local weather not available.

¹Categories A, B, 900-2; Category C, 900-2½.

FELKER AAF (KFAF)

FORT EUSTIS, VA..... **ORIG 08297**
NDB Rwy 14
COPTER NDB Rwy 14
RNAV (GPS) Rwy 14
COPTER RNAV (GPS) Rwy 14

NA when control tower closed.

FORT MEADE (ODENTON), MD

TIPTON **RNAV (GPS) Rwy 28**
 NA when local weather not available.

FREDERICK, MD

FREDERICK MUNI **RNAV (GPS) Rwy 5^{1,2}**
RNAV (GPS) Y Rwy 23¹
RNAV (GPS) Z Rwy 23³

¹Category D, 800-2½.

²NA when local weather not available.

³Categories A,B,C,D, 800-2½.

GAITHERSBURG, MD

MONTGOMERY COUNTY
AIRPARK **NDB Rwy 14**
 Categories A, B, 900-2; Category C, 900-2½;
 Category D, 900-2¼.

GALAX/HILLSVILLE, VA

TWIN COUNTY **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19

NA when local weather not available.

GEORGETOWN, DE

SUSSEX COUNTY **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22

NA when local weather not available.

NAME ALTERNATE MINIMUMS

HAGERSTOWN, MD

HAGERSTOWN RGNL-RICHARD A.
HENSON FIELD **ILS or LOC Rwy 9¹**
ILS or LOC Rwy 27¹
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 9

NA when local weather not available.

¹NA when control tower closed.

HOT SPRINGS, VA

INGALLS FIELD **RNAV (GPS) Rwy 7¹**
RNAV (GPS) Rwy 25²

NA when local weather not available.

¹Categories A, B, 1000-2; Category C, 1000-2½, Category D, 1000-3.

²Category C, 800-2¼; Category D, 800-2½.

JONESVILLE, VA

LEE COUNTY **RNAV (GPS) Rwy 25**
RNAV (GPS) Rwy 19

NA when local weather not available.

Categories A, B, 1000-2; Category C, 1000-2½; Category D, 1000-3.

LEESBURG, VA

LEESBURG EXECUTIVE **LOC Rwy 17¹**
RNAV (GPS) Rwy 17²

¹Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¼.

²NA when local weather not available.

LEONARDTOWN, MD

ST. MARY'S COUNTY
RGNL **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29

NA when local weather not available.

LOUISA, VA

LOUISA COUNTY/
FREEMAN FIELD **RNAV (GPS) Rwy 27**
 NA when local weather not available.

LYNCHBURG, VA

LYNCHBURG RGNL/PRESTON GLENN
FIELD **ILS or LOC Rwy 4^{1,2}**
RNAV (GPS) Rwy 4³
RNAV (GPS) Rwy 22³
VOR/DME Rwy 22⁴
VOR Rwy 4³

¹ILS, LOC, NA when control tower closed.

²ILS, Categories A,B, 800-2; Category C, 900-2½, Category D, 900-2¼. LOC, Category C, 900-2½, Category D, 900-2¼.

³Category C, 900-2½; Category D, 900-2¼.

⁴Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¼.

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ALTERNATE MINS

M3



NAME ALTERNATE MINIMUMS
MANASSAS, VA
 MANASSAS RGNL/HARRY P DAVIS
 FIELD **ILS or LOC Rwy 16L, 700-2**
 RNAV (GPS) Rwy 16L
 NA when control tower closed.

MARION/WYTHEVILLE, VA
 MOUNTAIN EMPIRE **RNAV (GPS) Rwy 26**
 NA when local weather not available.
 Category C, 800-2¼.

MARTINSVILLE, VA
 BLUE RIDGE **RNAV (GPS) Rwy 12**
 RNAV (GPS) Rwy 30¹
 NA when local weather not available.
 ¹Category D, 800-2¼.

MELFA, VA
 ACCOMACK COUNTY **RNAV (GPS) Rwy 3**
 RNAV (GPS) Rwy 21
 NA when local weather not available.

MIDDLETOWN, DE
 SUMMIT **RNAV (GPS) Rwy 17**
 RNAV (GPS) Rwy 35
 NA when local weather not available.

NEWPORT NEWS, VA
 NEWPORT NEWS/WILLIAMSBURG
 INTL **ILS or LOC Rwy 7¹²**
 ILS or LOC Rwy 25¹
 LOC/DME Rwy 20¹²
 RNAV (GPS) Rwy 7²
 RNAV (GPS) Rwy 20²
 ¹NA when control tower closed.
 ²NA when local weather not available.

OCEAN CITY, MD
 OCEAN CITY MUNI **RNAV (GPS) Rwy 2¹**
 RNAV (GPS) Rwy 32¹²
 VOR-A³
 ¹NA when local weather not available.
 ²Category D, 800-2¼.
 ³Categories A, B, 900-2; Category C, 900-2½;
 Category D, 900-2¼.

PETERSBURG, VA
 DINWIDDIE COUNTY **RNAV (GPS) Rwy 5**
 RNAV (GPS) Rwy 23
 VOR Rwy 23
 NA when local weather not available.

PHILLIPS AAF (KAPG)
 ABERDEEN PROVING
 GROUND, MD **NDB Rwy 22**
 VOR Rwy 22
 VOR/DME Rwy 22
 RNAV (GPS) Rwy 22
 NA when control tower closed.

ALTERNATE MINS

NAME ALTERNATE MINIMUMS
RICHLANDS, VA
 TAZEWEEL COUNTY **LOC/DME Rwy 25**
 RNAV (GPS) Rwy 25
 NA when local weather not available.

RICHMOND, VA
 RICHMOND INTL **ILS or LOC Rwy 16**
 ILS, Categories A,B, 900-2, Category C,
 900-2¼, Category D, 900-3.
 LOC, Categories A,B, 900-2, Category C,
 900-2¼, Category D, 900-3.

RICHMOND/ASHLAND, VA
 HANOVER
 COUNTY MUNI **RNAV (GPS) Rwy 16**
 VOR Rwy 16¹
 NA when local weather not available.
 ¹Category C, 800-2¼, Category D, 800-2½.

ROANOKE, VA
 ROANOKE RGNL/WOODRUM
 FIELD **ILS or LOC Rwy 33¹²**
 LDA Rwy 6²
 VOR/NDB Rwy 33³
 ¹ILS, Categories A,B, 800-2; Category C,
 800-2¼; Category D, 800-2½. LOC,
 Category C, 800-2¼; Category D, 800-2½.
 ²Categories A,B, 1600-2; Categories C,D,
 1600-3.
 ³Categories A,B, 1400-2; Categories C,D,
 1400-3.

SALISBURY, MD
 SALISBURY-OCEAN CITY
 WICOMICO RGNL **ILS or LOC Rwy 32**
 RNAV (GPS) Rwy 32
 VOR Rwy 23¹
 NA when local weather not available.
 ¹Categories A, B, 1100-2; Categories C, D,
 1100-3.

SOUTH HILL, VA
 MECKLENBURG-
 BRUNSWICK RGNL **LOC Rwy 1**
 RNAV (GPS) Rwy 1
 RNAV (GPS) Rwy 19
 NA when local weather not available.

**STAUNTON-WAYNESBORO-
 HARRISONBURG, VA**
 SHENANDOAH VALLEY
 RGNL **ILS or LOC Rwy 5¹**
 NDB Rwy 5
 RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 23
 NA when local weather not available.
 ¹ILS, Category D, 700-2.

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ALTERNATE MINS

M4



NAME ALTERNATE MINIMUMS

SUFFOLK, VA

SUFFOLK EXECUTIVE RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 7

NA when local weather not available.

WALLOPS ISLAND, VA

WALLOPS FLIGHT

FACILITY VOR/DME or TACAN Rwy 10

Categories A,B, 900-2; Category C, 900-2½;
Category D, 900-2½.

WASHINGTON, DC

WASHINGTON

DULLES INTL ILS or LOC/DME Rwy 1C¹
ILS or LOC/DME Rwy 1L¹
ILS or LOC/DME Rwy 12¹
ILS or LOC/DME Rwy 19C¹
ILS or LOC/DME Rwy 19R¹
ILS or LOC Rwy 1R¹
ILS or LOC Rwy 19L¹
RNAV (GPS) Y Rwy 19R²

¹ILS, Categories A, B, C, D, 700-2.

²Category D, 800-2½.

RONALD REAGAN

WASHINGTON NATIONAL ILS Rwy 1¹
LDA/DME Rwy 19²
RNAV (GPS) Rwy 33³
ROSSLYN LDA Rwy 19, 1100-3
VOR/DME or GPS Rwy 15⁴
VOR/DME or GPS Rwy 19⁵
VOR Rwy 1²

¹ILS, Categories A, B,C, 700-2; Category D,
700-2½. LOC, Category D, 800-2½.

²Category D, 800-2½.

³Categories A,B,C,D, 800-2½.

⁴Categories A,B, 1000-2; Category C, 1000-2½;
Category D, 1000-3.

⁵Categories A,B, 1000-2; Categories C,D,
1000-3.

NAME ALTERNATE MINIMUMS

WEST POINT, VA

MIDDLE

PENINSULA RGNL RNAV (GPS) Rwy 10
VOR-A

NA when local weather not available.

WESTMINSTER, MD

CARROLL COUNTY RGNL/

JACK B POAGE FIELD ... RNAV (GPS) Rwy 34
NA when local weather not available.

WILMINGTON, DE

NEW CASTLE ILS or LOC Rwy 1¹²
RNAV (GPS) Rwy 1²
RNAV (GPS) Rwy 9²
RNAV (GPS) Rwy 19²
RNAV (GPS) Rwy 27²
VOR Rwy 1²³
VOR Rwy 27³

¹NA when control tower closed.

²NA when local weather not available.

³Category D, 800-2½.

WINCHESTER, VA

WINCHESTER RGNL RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR/DME-A

NA when local weather not available.

WISE, VA

LONESOME PINE LOC/DME Rwy 24¹²
RNAV (GPS) Rwy 6¹²
RNAV (GPS) Rwy 24³

¹NA when local weather not available.

²Category D, 800-2½.

³Category C, 800-2½; Category D, 900-2½.

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ALTERNATE MINS

M4

NE-3



RADAR INSTRUMENT APPROACH MINIMUMS

ANDREWS AFB (KADW), (CAMP SPRINGS) MD (09127 USAF)RADAR - (E) 113.1T 124.0 128.35 257.2 286.6 301.5 316.7 335.5 360.8 379.2 ▽ **ELEV 280**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	1L ¹		AB	760/24	500	(500-½)
			C	760/40	500	(500-¾)
			D	760/50	500	(500-1)
			E	760/60	500	(500-1¼)
	19R ⁴		AB	780/24	507	(500-½)
			CD	780/50	507	(500-1)
			E	780/60	507	(500-1¼)
	19L ²		ABC	720/40	440	(500-¾)
			DE	720/50	440	(500-1)
	1R ¹		ABC	760/40	495	(500-¾)
			D	760/50	495	(500-1)
			E	760/60	495	(500-1¼)
CIR ³	19L		A	720-1	440	(500-1)
			B	740-1	460	(500-1)
			C	740-1½	460	(500-1½)
			DE	840-2	560	(600-2)
	19R		AB	780-1	500	(500-1)
			C	780-1½	500	(500-1½)
			DE	840-2	560	(600-2)
	1L, 1R		AB	760-1	480	(500-1)
			C	760-1½	480	(500-1½)
			DE	840-2	560	(600-2)

¹When ALS inop, increase CAT AB RVR 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles and CAT E vis to 1¾ miles. ²When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles and CAT DE vis to 1½ miles.

³Circling not authorized W of Rwy 1L-19R. ⁴When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½.

DAVISON AAF (KDAF), VA (Ft. Belvoir) (Amdt 11, 10098 USA)**ELEV 73**RADAR¹ - (E) 118.85 119.95 248.5x 265.6 ▽△ NA

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	32	3.0°/34/689	ABCD	346/50	280	(300-1)
	14	3.0°/59/1114	ABCD	642-2	590	(600-2)

When control tower clsd procedure NA.

¹Opr 1100-2300Z++ wkd exclud hol, R-IFF SIF svc not avbl.

NE-3

RADAR INSTRUMENT APPROACH MINIMUMS


RADAR MINS

10098

RADAR INSTRUMENT APPROACH MINIMUMS

NORFOLK NS (KNGU), (CHAMBERS FIELD), VA (10098 USN)

ELEV 17

RADAR - (E) 119.2x 120.2x 279.525 322.525 335.8 353.55 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAT_h</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ¹	10 ²⁻³ 28 ⁴	3.0°/50/948 3.0°/36/682	ABCDE ABCDE	117- ¹ / ₄ 265- ³ / ₄	100 250	(100- ¹ / ₄) (300- ³ / ₄)
COPTER PAR ¹	10 ²⁻³ 28 ⁴	3.0°/50/948 3.0°/36/682	COPTER COPTER	117- ¹ / ₄ 265- ³ / ₄	100 250	(100- ¹ / ₄) (300- ³ / ₄)
PAR W/O GS ¹	28 ⁵ 10 ⁶		ABCDE ABC DE	460-1 460- ³ / ₄ 460-1	445 443 443	(500-1) (500- ³ / ₄) (500-1)
ASR ¹	10 ⁷ 28 ⁶		AB CD E ABC DE	520- ³ / ₄ 520-1 520-1 ¹ / ₄ 460-1 460-1 ¹ / ₄	503 503 503 445 445	(600- ³ / ₄) (600-1) (600-1 ¹ / ₄) (500-1) (500-1 ¹ / ₄)
CIR ASR ⁸⁻⁹	10, 28		AB C DE	520-1 ¹ / ₄ 520-1 ¹ / ₂ 580-2	503 503 563	(600-1 ¹ / ₄) (600-1 ¹ / ₂) (600-2)
CIR PAR W/O GS ⁸⁻⁹	10, 28		AB C DE	520-1 ¹ / ₄ 520-1 ¹ / ₂ 580-2	503 503 563	(600-1 ¹ / ₄) (600-1 ¹ / ₂) (600-2)

¹No-NOTAM preventive maint Mon 1200-1800Z++. ²When ALS inop, increase vis CAT ABCDE to ½ mile. ³PAPI RRP and PAR RPI are not coincidental. ⁴When ALS inop, increase vis CAT ABCDE to 1 mile. ⁵When ALS inop, increase vis CAT ABCDE to 1 ¼ miles. ⁶When ALS inop, increase vis CAT ABC to 1 ¼ miles, CAT DE to 1 ½ miles. ⁷When ALS inop, increase vis CAT AB to 1 ¼ miles, CAT CD to 1 ½ miles, CAT E to 1 ¾ miles. ⁸CAT E cir not authorized south of Rwy 10-28. ⁹Norfolk NS Heliport lctd 1 NM NW, use caution in cir apch.

NE-3

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10098

N2

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

RADAR MINS

10098

RADAR INSTRUMENT APPROACH MINIMUMS

OCEANA NAS (KNTU), (APOLLO SOUCEK FIELD) VA (09351 USN)

ELEV 23

RADAR - (E) 124.825 310.8 328.4 346.4 348.75 352.1 363.1



				DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR ^a	RWY	GS/TCH/RPI	CAT			
	5R ¹	3.0°/36/686	ABCDE	120-¼	100	(100-¼)
	23L ¹	3.0°/42/809	ABCDE	122-¼	100	(100-¼)
	5L	3.0°/40/753	ABCDE	121-½	100	(100-½)
	23R	3.0°/44/841	ABCDE	121-½	100	(100-½)
	32L ¹	3.0°/41/782	ABCDE	123-¼	100	(100-¼)
	14R	3.0°/38/711	ABCDE	272-1	250	(300-1)
PAR	14R		ABCDE	360-1¼	338	(400-1¼)
W/O GS ^a	5R ²		ABCD	420-¾	400	(400-¾)
			E	420-1	400	(400-1)
	5L		ABCD	420-1¼	399	(400-1¼)
			E	420-1½	399	(400-1½)
	32L ⁴		ABCDE	360-¾	337	(400-¾)
	23L ³		ABC	460-¾	438	(500-¾)
			DE	460-1	438	(500-1)
	14R		ABCDE	300-1¼	278	(300-1¼)
	23R		ABC	460-1¼	439	(500-1¼)
			DE	460-1½	439	(500-1½)
PAR	32R		AB	360-1¼	339	(400-1¼)
SIDESTEP ^a			C	360-1½	339	(400-1½)
			DE	360-2	339	(400-2)
	14L		AB	360-1¼	340	(400-1¼)
			C	360-1½	340	(400-1½)
			DE	360-2	340	(400-2)
	5L		ABC	420-1½	399	(400-1½)
			DE	420-2	399	(400-2)
	23L		ABC	460-1½	438	(500-1½)
			DE	460-2	438	(500-2)
	23R		ABC	460-1½	439	(500-1½)
			DE	460-2	439	(500-2)
PAR W/O	5L		AB	420-1¼	399	(400-1¼)
GS SIDESTEP ^a			C	420-1½	399	(400-1½)
			DE	420-2	399	(400-2)
	32R		AB	360-1¼	339	(400-1¼)
			C	360-1½	339	(400-1½)
			DE	360-2	339	(400-2)
	14L		AB	360-1¼	340	(400-1¼)
			C	360-1½	340	(400-1½)
			DE	360-2	340	(400-2)
	23L		AB	460-1¼	438	(500-1¼)
			C	460-1½	438	(500-1½)
			DE	460-2	438	(500-2)
	23R		AB	460-1¼	439	(500-1¼)
			C	460-1½	439	(500-1½)
			DE	460-2	439	(500-2)

NE-3

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10098

N3

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

RADAR INSTRUMENT APPROACH MINIMUMS

OCEANA NAS (KNTU), (Continued)

ASR	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
	5R ⁵		AB	420-½	400	(400-½)
			CD	420-¾	400	(400-¾)
			E	420-1	400	(400-1)
	5L		ABC	400-1	379	(400-1)
			DE	400-1¼	379	(400-1¼)
			AB	440-½	417	(500-½)
	32L ⁶		CD	440-¾	417	(500-¾)
			E	440-1	417	(500-1)
			AB	460-½	438	(500-½)
	23L ⁷		C	460-¾	438	(500-¾)
			DE	460-1	438	(500-1)
			AB	460-1	438	(500-1)
	14R		C	460-1¼	438	(500-1¼)
			DE	460-1½	438	(500-1½)
			AB	460-1	440	(500-1)
	14L		C	460-1¼	440	(500-1¼)
			DE	460-1½	440	(500-1½)
			AB	460-1	439	(500-1)
	23R		C	460-1¼	439	(500-1¼)
			DE	460-1½	439	(500-1½)
			AB	440-1	419	(500-1)
	32R		CD	440-1¼	419	(500-1¼)
			E	440-1½	419	(500-1½)
CIR ASR	All Rwy		AB	480-1	457	(500-1)
			C	480-1½	457	(500-1½)
			D	580-2	557	(600-2)
			E	620-2	597	(600-2)
CIR PAR	All Rwy		ABC	480-1¾	457	(500-1¾)
			D	580-2	557	(600-2)
			E	620-2¼	597	(600-2¼)
CIR PAR W/O GS	All Rwy		AB	480-1¼	457	(500-1¼)
			C	480-1½	457	(500-1½)
			D	580-2	558	(600-2)
			E	620-2	598	(600-2)

¹When ALS inop, increase vis CAT ABCDE to ½ mile. ²When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. ³When ALS inop, increase CAT ABC to 1¼ miles, CAT DE to 1½ miles. ⁴When ALS inop, increase vis CAT ABCDE to 1¼ miles. ⁵When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. ⁶When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. ⁷When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. ⁸No-NOTAM preventive maintenance TUE 1030Z-1430Z++.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

RADAR INSTRUMENT APPROACH MINIMUMS

PATUXENT RIVER NAS (KNHK), (TRAPNELL FLD), MD (09267 USN) ELEV 39

RADAR - (E) 120.05 121.0 135.025 250.3 281.8 301.2 305.2 318.8 348.0 362.6 ▽

				DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	
	RWY	GS/TCH/RPI	CAT				
PAR ¹	6 ²	3.0°/46/971	ABCDE	139-¼	100	(100-¼)	
	24	3.0°/43/805	ABCDE	120-½	100	(100-½)	
	14	3.0°/37/735	ABCDE	127-½	100	(100-½)	
	32	3.0°/48/892	ABCDE	268-1	250	(300-1)	
PAR W/O	6 ⁴		ABCD	360-½	321	(400-½)	
GS			E	360-¾	321	(400-¾)	
	14		ABCDE	340-1¼	313	(400-1¼)	
	24		ABCDE	320-1¼	300	(400-1¼)	
	32		ABCDE	340-1¼	322	(400-1¼)	
ASR	14		ABC	380-1	353	(400-1)	
			DE	380-1¼	353	(400-1¼)	
	32		ABC	400-1	382	(400-1)	
			DE	400-1¼	382	(400-1¼)	
	6 ³		AB	500-½	461	(500-½)	
			C	500-¾	461	(500-¾)	
			D	500-1	461	(500-1)	
			E	500-1¼	461	(500-1¼)	
			AB	440-1	420	(500-1)	
	24		CD	440-1¼	420	(500-1¼)	
			E	440-1½	420	(500-1½)	
			A	540-1	501	(600-1)	
	CIR ⁵		6-24, 14-32	B	560-1	521	(600-1)
				C	560-1½	521	(600-1½)
				D	600-2	561	(600-2)
E				640-2¼	601	(700-2¼)	

¹PAR No-NOTAM preventive maint period Wed 1300-1700Z+-. ²When ALS inop, increase Cat ABCDE vis to ½ mile. ³When ALS inop, increase Cat AB vis to 1 mile, Cat C vis to 1¼ miles, Cat D vis to 1½ miles, Cat E vis to 1¾ miles. ⁴When ALS inop, increase vis Cat ABCD to 1 mile, Cat E vis to 1¼ miles. ⁵When circling from PAR W/O GS Rwy 14, 24, and 32, increase vis Cat AB to 1¼ miles.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

RADAR INSTRUMENT APPROACH MINIMUMS

QUANTICO MCAF (KNYG), (TURNER FIELD) VA (09295 USN)**ELEV 11**RADAR¹ - 120.925 351.95 353.65 363.15 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR ²³	2	3.0°/35/670	ABCD	262-1	252	(300-1)
PAR W/O GS ²	2		ABCD	400-1¼	390	(400-1¼)
ASR ²	2		AB	560-1	550	(600-1)
			C	560-1½	550	(600-1½)
			D	560-1¾	550	(600-1¾)
CIR PAR or	2		A	500-1¼	490	(500-1¼)
PAR W/O GS ⁴			B	540-1¼	530	(600-1¼)
			C	540-1½	530	(600-1½)
			D	700-2¼	690	(700-2¼)
CIR ⁴	2		AB	560-1	550	(600-1)
			C	560-1½	550	(600-1½)
			D	700-2¼	690	(700-2¼)

¹GCA avbl daily during published field opr hr. Ctc twr for freq asgn. ²Procedure NA at night when VGSI inop. ³PAR military use only in other than VFR. ³Circling not authorized W of Rwy 2-20.

NE-3

RADAR INSTRUMENT APPROACH MINIMUMS

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ABINGDON, VA

VIRGINIA HIGHLANDS (VJI)

AMDT 2 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 300-2 or 300-1½ w/ min. climb of 225' per NM to 2500, or std. w/ min. climb of 749' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 061° and HNV VORTAC R-034 to 5500 before proceeding on course. **Rwy 24**, climb heading 241° to 3700 before proceeding on course.

NOTE: **Rwy 6**, vehicle 89' from DER, 411' left of centerline, 15' AGL/2094' MSL. Obstruction light 504' from DER, 314' left of centerline, 22' AGL/2122' MSL. Trees beginning 214' from DER, 245' right of centerline, up to 100' AGL/2240' MSL. Trees beginning 579' from DER, 35' left of centerline, up to 100' AGL/2379' MSL. **Rwy 24**, hangar vent 13' from DER, 496' left of centerline, 55' AGL/2086' MSL. Buildings 828' from DER, 628' left of centerline, up to 25' AGL/2084' MSL. Trees beginning 2222' from DER, 262' right of centerline, up to 100' AGL/2200' MSL. Tree 3592' from DER, 14' left of centerline, 100' AGL/2167' MSL.

NAME TAKE-OFF MINIMUMS

ANDREWS AFB/NAF (KADW)

CAMP SPRINGS, MD. 09127

TAKE-OFF OBSTACLES: **Rwy 1L**, trees 2972' to 3085' from DER, 765' to 906' right of centerline, 93' AGL/355' MSL. **Rwy 1R**, trees 1512' from DER, 856' right of centerline, 74' AGL/336' MSL; trees 2254' from DER, 645' left of centerline, 93' AGL/355' MSL; trees 2629' from DER, 1095' left of centerline, 93' AGL/355' MSL; trees 2882' from DER, 364' left of centerline, 104' AGL/362' MSL. **Rwy 19L**, terrain 267' from DER, 580' left of centerline, 261' MSL; trees 2650' to 2874' from DER, 946' to 1113' right of centerline, 91' AGL/334' MSL. **Rwy 19R**, trees 2650' to 2873' from DER, 887' to 1054' left of centerline, 91' AGL/334' MSL; tower 4630' from DER, 1664' right of centerline, 108' AGL/377' MSL.

ANNAPOLIS, MD

LEE

TAKE-OFF MINIMUMS: **Rwy 30**, 300-1 or std. with a min. climb of 410' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 12**, climb runway heading to 700 before proceeding on course.

Rwy 30, climb runway heading to 1000 before proceeding right on course. Climb runway heading to 700 before proceeding left on course.

NOTE: **Rwy 12**, cross departure end of runway at or above 35' AGL/66' MSL. **Rwy 30**, trees, 1433' from departure end of runway, 85' left of centerline, 100' AGL/139' MSL. Cross departure end of runway at or above 35' AGL/66' MSL.

BALTIMORE, MD

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

AMDT 9 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1½ or std. w/ min. climb of 210' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER. **Rwy 33R**, std. w/ min. climb of 251' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 044° to 800 before turning left. **Rwy 28**, climb heading 285° to 900 before turning right. **Rwy 33L**, climb heading 320° to 2000 before turning right.

NOTE: **Rwy 4**, rod on lighted pole 1921' from DER, 329' right of centerline, 58' AGL/197' MSL. Light on pole 2177' from DER, 294' left of centerline, 58' AGL/197' MSL. Light on pole 1755' from DER, 482' right of centerline, 47' AGL/186' MSL. Tree 2370' from DER, 481' right of centerline, 60' AGL/199' MSL. Tank 1.2 NM from DER, 2274' left of centerline, 173' AGL/338' MSL.

Rwy 10, building 52' from DER, 319' left of centerline, 13' AGL/133' MSL. **Rwy 15L**, trees beginning 648' from DER, 619' left of centerline, up to 68' AGL/167' MSL. Light on pole 921' from DER, 618' left of centerline, 62' AGL/161' MSL. **Rwy 15R**, trees beginning 1144' from DER, 740' right of centerline, up to 53' AGL/172' MSL. **Rwy 22**, light poles beginning 213' from DER, 365' left of centerline, up to 30' AGL/189' MSL. **Rwy 28**, tree 1392' from DER, 736' left of centerline, 77' AGL/176' MSL. **Rwy 33L**, fence 203' from DER, 517' right of centerline, 9' AGL/149' MSL. Tree 2250' from DER, 843' right of centerline, 66' AGL/205' MSL. Microwave antenna on building, 4725' from DER, 907' right of centerline, 126' AGL/265' MSL. Building 4693' from DER, 874' right of centerline, 127' AGL/266' MSL. Building-tower 4734' from DER, 907' right of centerline, 126' AGL/265' MSL. Building 4693' from DER, 874' right of centerline, 127' AGL/266' MSL. Building-tower 4734' from DER, 922' right of centerline, 140' AGL/260' MSL. **Rwy 33R**, trees beginning 2925' from DER, 321' left of centerline, up to 70' AGL/289' MSL. Trees beginning 975' from DER, 116' right of centerline, up to 83' AGL/262' MSL. Light on pole 2384' from DER, 837' right of centerline, 55' AGL/254' MSL. Light on pole 2736' from DER, 247' right of centerline, 17' AGL/216' MSL. Pole 3781' from DER, 370' right of centerline, 40' AGL/242' MSL. Building 998' from DER, 654' left of centerline, 24' AGL/183' MSL. Signal 2453' from DER, 904' left of centerline, 45' AGL/204' MSL. Light on pole 3869' from DER, 603' left of centerline, 72' AGL/251' MSL.

BALTIMORE, MD (CON'T)

MARTIN STATE

TAKE-OFF MINIMUMS: **Rwy 15**, 800-2 or std. with a min. climb of 300' per NM to 1000. **Rwy 33**, 1300-2 or std. with a min. climb of 340' per NM to 1700'.

DEPARTURE PROCEDURE: **Rwy 15**, climb runway heading to 1000 before proceeding on course; or when directed by ATC, climbing right turn heading 190° to 1000 before proceeding on course.

NOTE: **Rwy 15**, trees 1960' from departure end of runway 684' left of centerline, 78' AGL/88' MSL, trees 3395' from departure end of runway, 585' left of centerline, 92' AGL/102' MSL. **Rwy 33**, pole 1553' from departure end of runway, across centerline, 68' AGL/90' MSL. Trees 2342' from departure end of runway, across centerline 86' AGL/108' MSL.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

AMDT 4 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 400-1½ or std. w/ min. climb of 563' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 12**, climbing right turn direct PSK VORTAC to 3500 before proceeding on course. **Rwy 30**, climbing left turn direct PSK VORTAC to 4100 before proceeding on course.

NOTE: **Rwy 12**, bushes and trees beginning 275' from departure end of runway, 154' left of centerline, up to 100' AGL/2239' MSL. Trees beginning 5108' from departure end of runway, 1363' left of centerline, up to 100' AGL/2499' MSL. Trees beginning 3165' from departure end of runway, 1324' right of centerline up to 100' AGL/2279' MSL. **Rwy 30**, trees beginning 90' from departure end of runway, 461' left of centerline, up to 46' AGL/2140' MSL. Fence and obstruction light pole beginning 546' from departure end of runway, 161' left of centerline, up to 12' AGL/2139' MSL. Vehicle on road beginning 567' from departure end of runway, 310' left of centerline, 24' AGL/2137' MSL. Trees beginning 2080' from departure end of runway, 788' left of centerline, up to 100' AGL/2201' MSL. Fence, 861' from departure end of runway, 52' right of centerline, up to 12' AGL/2135' MSL. Trees beginning 539' from departure end of runway, 326' right of centerline, up to 40' AGL/2153' MSL. Trees beginning 1328' from departure end of runway, 117' right of centerline, up to 100' AGL/2182' MSL. Terrain beginning 330' from departure end of runway, 366' right of centerline, up to 2138' MSL. pole and antenna beginning 1149' from departure end of runway, 391' right of centerline, up to 40' AGL/2151' MSL.

BLACKSTONE, VA

ALLEN C PERKINSON BLACKSTONE AAF

TAKE-OFF MINIMUMS: **Rwy 1**, 1000-2 or std. with a min. climb of 280' per NM to 1700. **Rwy 4**, 1000-2 or std. with a min. climb of 220' per NM to 1700. **Rwy 19**, NA.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 010° to 1700 before proceeding on course. **Rwy 4**, climb heading 039° to 1700 before proceeding on course. **Rwy 22**, climb heading 208° to 900 before proceeding on course.

NOTE: **Rwy 4**, 50' AGL tree, 150' from departure end of runway, 450' right of centerline. **Rwy 22**, 66' AGL tree, 175' from departure end of runway, 450' left of centerline. Do not fly over ammunition dump 1.1 NM SW of Rwy 4.

BRIDGEWATER, VA

BRIDGEWATER AIRPARK (VBW)

AMDT 2 10126 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-2½ w/ min. climb of 280'/NM to 3900, or std. w/ min. climb of 440'/NM to 2600, or 2400-3 for climb in visual conditions. **Rwy 33**, 800-2½ w/ min. climb of 390'/NM to 5000, or std. w/ min. climb of 522'/NM to 2200, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 152° to 3900, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course. **Rwy 33**, climb heading 347° to 5000, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course.

NOTE: **Rwy 15**, vehicles on roadway 53' from DER, 14' right of centerline, 15' AGL/1180' MSL. Trees beginning 158' from DER, 259' right of centerline, up to 100' AGL/1279' MSL. Trees beginning 499' from DER, 628' left of centerline, up to 100' AGL/1279' MSL. Pole 908' from DER, 183' left of centerline, 35' AGL/1200' MSL. Trees beginning 3205' from DER, 1329' right of centerline, up to 100' AGL/1359' MSL. **Rwy 33**, trees beginning 318' from DER, 252' right of centerline, up to 100' AGL/1249' MSL. Trees beginning 470' from DER, 191' left of centerline, up to 100' AGL/1249' MSL.

BROOKNEAL, VA

BROOKNEAL/CAMPBELL COUNTY

NOTE: **Rwy 6**, multiple trees beginning 569' from departure end of runway, 252' right of centerline, up to 100' AGL/689' MSL. **Rwy 24**, multiple trees beginning 334' from departure end of runway, 286' right of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 1377' from departure end of runway, 850' left of centerline, up to 100' AGL/719' MSL.

CAMBRIDGE, MD

CAMBRIDGE-DORCHESTER

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

CAMP PEARY LNDG STRIP (KW94)

WILLIAMSBURG, VA 08213

TAKE-OFF OBSTACLES: **Rwy 5**: trees and multiple transmission lines 120' from DER, 184' left of centerline up to 95' AGL/126' MSL. Trees and multiple transmission lines 162' from DER, 257' right of centerline up to 100' AGL/132' MSL. **Rwy 23**: trees and multiple transmission lines 1891' from DER, 69' left of centerline up to 95' AGL/136' MSL. Multiple trees and transmission lines 537' from DER, 437' right of centerline up to 110' AGL/151' MSL.

CHARLOTTESVILLE, VA

CHARLOTTESVILLE-ALBEMARLE (CHO)

AMDT 9 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ min. climb of 323' per NM to 1500, or 2200-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 3**, climb via heading 030° to 1500 then climbing right turn to 4000 direct GVE VORTAC before proceeding on course, or for climb in visual conditions: cross Charlottesville-Albemarle airport at or above 2700 before proceeding on course.

Rwy 21, climb via heading 210° to 1400, then climbing left turn to 4000 direct GVE VORTAC before proceeding on course.

NOTE: **Rwy 3**, pole 97' from DER, 476' right of centerline, 27' AGL/627' MSL. Trees beginning 836' from DER, 597' right of centerline, up to 100' AGL/1216' MSL. Tower 2.3 NM from DER, 3443' right of centerline, 107' AGL/1167' MSL. Terrain beginning 2.2 NM from DER, 3183' right of centerline, up to 1116' MSL.

CHASE CITY, VA

CHASE CITY MUNI

NOTE: **Rwy 18**, trees beginning 191' from departure end of runway, 116' left of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 327' from departure end of runway, 133' right of centerline, up to 100' AGL/599' MSL. **Rwy 36**, trees beginning 164' from departure end of runway, 154' right of centerline, up to 100' AGL/649' MSL. Trees beginning 470' from departure end of runway, 124' left of centerline, up to 100' AGL/649' MSL.

CHURCHVILLE, MD

HARFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1 or std. with a min. climb of 400' per NM to 600.

NOTE: **Rwy 28**, 100' terrain/trees 1150' from departure end of runway.

CLARKSVILLE, VA

LAKE COUNTRY RGNL (W63)

AMDT 1 10098 (FAA)

NOTE: **Rwy 4**, trees beginning 5' from DER, 438' left of centerline, up to 100' AGL/539' MSL. Building 27' from DER, 94' right of centerline, 20' AGL/449' MSL. Vehicles on road beginning 200' from DER, from left to right of centerline, up to 15' AGL/444' MSL. Warehouse 313' from DER, on centerline, 75' AGL/495' MSL. Building 385' from DER, 257' right of centerline, 20' AGL/439' MSL. Trees beginning 444' from DER, 518' right of centerline, up to 100' AGL/509' MSL. **Rwy 22**, trees beginning 3' from DER from 452' left of centerline to 547' right of centerline, up to 100' AGL/422' MSL. Trees beginning 1624' from DER, from 632' left of centerline to 535' right of centerline, up to 100' AGL/485' MSL.

CLINTON, MD

WASHINGTON EXECUTIVE/HYDE FIELD (W32)

ORIG - A 10126 (FAA)

NOTE: **Rwy 5**, Vehicle on road beginning 20' from DER, on centerline, up to 15' AGL/261' MSL. Antenna on tower beginning 2333' from DER, 556' right of centerline, 137' AGL/361' MSL. **Rwy 23**, Vehicle on road 23' from departure end of runway, 329' left of centerline, 15' AGL/260' MSL.



COLLEGE PARK, MD

COLLEGE PARK (CGS)

AMDT 3B 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 400-2¼ or std. w/ min. climb of 486' per NM to 600. **Rwy 33**, 400-2½ or std. w/ min. climb of 433' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 149° to 600 before proceeding on course. **Rwy 33**, climb heading 329° to 600 before proceeding on course.

NOTE: **Rwy 15**, trees beginning 2799' from departure end of runway, 570' left of centerline, up to 100' AGL/259' MSL. Antenna 1.1 NM from departure end of runway, 149' left of centerline, 167' AGL/270' MSL. **Rwy 33**, terrain beginning 1 NM from departure end of runway, 3700' right of centerline to 3700' left of centerline, up to 439' MSL. Building 3811' from departure end of runway, 467' right of centerline, 184' AGL/254' MSL. Tower 1.9 NM from departure end of runway, 1447' left of centerline, 255' AGL/405' MSL.

CRISFIELD, MD

CRISFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24**, NA-obstacles

DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 142° to 900 before proceeding on course.

Rwy 32, climb via heading 322° to 900 before proceeding on course.

CULPEPER, VA

CULPEPER RGNL (CJR)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 22**, climb heading 218° to 1000 before turning right.

NOTE: **Rwy 4**, tree 79' from departure end of runway, 418' left of centerline 86' AGL/337' MSL. Vehicle on road 207' from departure end of runway, 367' left of centerline, 15' AGL/330' MSL. Tree 3396' from departure end of runway, 514' right of centerline, 91' AGL/410' MSL. **Rwy 22**, tree 128' from departure end of runway, 332' left of centerline, 25' AGL/334' MSL. Multiple trees beginning 272' from departure end of runway, 179' right of centerline up to 22' AGL/341' MSL. Pole 1480' from departure end of runway, 68' left of centerline, 27' AGL/356' MSL.

CUMBERLAND, MD

GREATER CUMBERLAND RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 1700-2 or std. with a min. climb of 300' per NM to 3400. **Rwy 11**, 1600-2 or std. with a min. climb of 520' per NM to 3400. **Rwy 23**, 1200-2 or std. with a min. climb of 660' per NM to 3400. **Rwy 29**, NA.

DEPARTURE PROCEDURE: **Rwys 5, 11**, climb runway heading to 3400 before proceeding on course. **Rwy 23**, climbing left turn to intercept 177° course from CBE NDB to 3400 before proceeding on course.

DANVILLE, VA

DANVILLE RGNL (DAN)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1¼ or std. with a min. climb of 299' per NM to 900.

NOTE: **Rwy 2**, tree 1092' from DER, 8' left of centerline, 67' AGL/586' MSL. Tree 1524' from DER, 659' right of centerline, 67' AGL/606' MSL. **Rwy 13**, trees beginning 569' from DER, 300' right of centerline, up to 100' AGL/759' MSL. Trees beginning 680' from DER, 308' left of centerline, up to 65' AGL/604' MSL. **Rwy 20**, tree 1328' from DER, 633' right of centerline, 30' AGL/569' MSL. **Rwy 31**, hanger 395' from DER, 573' left of centerline, 23' AGL/602' MSL. Pole 1002' from DER, 375' left of centerline, 29' AGL/608' MSL. Antenna 1165' from DER, 416' left of centerline, 62' AGL/641' MSL. Trees beginning 1206' from DER, 287' left of centerline, up to 80' AGL/699' MSL. Trees beginning 2180' from DER, 632' right of centerline, up to 62' AGL/681' MSL.

DAVISON AAF (KDAV)

FORT BELVOIR, VA

.....Rwy 32, 300-1*

*Or standard with minimum climb of 380'/NM to 500.

TAKE-OFF OBSTACLES: Rwy 32, 63' AGL tree 865' from departure end of rwy, 82' right of centerline.

DOVER AFB (KDOV)

DOVER, DE 09155

TAKE-OFF OBSTACLES: **Rwy 1**, possible aircraft/vehicles at DER hammerhead just left of rwy centerline, up to 65' AGL/91' MSL. **Rwy 19**, possible aircraft/vehicles at DER hammerhead just right of rwy centerline, up to 65' AGL/91' MSL. **Rwy 32**, multiple C-5s parked on ramp beginning 1535' thru 2780' from DER, 1010' left of centerline, up to 65' AGL/98' MSL. Bldg 3900' from DER, 760' left of centerline, 88' AGL/119' MSL. Possible taxiing aircraft/vehicles on taxilane Alpha beginning 565' thru 2780' from DER, 750' left of centerline, up to 65' AGL/98' MSL. Possible large aircraft 2800' from DER, on taxiway Golf just left of centerline, up to 65' AGL/92' MSL.

DOVER/CHESWOLD, DE

DELAWARE AIRPARK

NOTE: **Rwy 9**, multiple trees beginning 26' from departure end of runway, 50' left of centerline, up to 100' AGL/149' MSL. Pole line 1151' from departure end of runway, 36' right of centerline, 50' AGL/99' MSL. Multiple trees beginning 815' from departure end of runway, 505' right of centerline, up to 100' AGL/154' MSL. **Rwy 27**, multiple trees beginning 231' from departure end of runway, 85' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 829' from departure end of runway, 43' right of centerline, up to 100' AGL/164' MSL.



DUBLIN, VA

NEW RIVER VALLEY (PSK)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 200-1½ or std. w/ min. climb of 310' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 6**, climbing right turn heading 150° to intercept PSK VORTAC R-120 outbound to 5200 before proceeding on course.

Rwy 24, climb heading 238° to 4000 before proceeding on course.

NOTE: **Rwy 6**, tree 321' from DER, 493' left of centerline, 100' AGL/2112' MSL. Terrain 122' from DER, 460' left of centerline, up to 2105' MSL. **Rwy 24**, pole 1223' from DER, 671' right of centerline, 42' AGL/2161' MSL. Pole 669' from DER, 558' right of centerline, 18' AGL/2137' MSL. Pole 4851' from DER, 1170' left of centerline, 32' AGL/2231' MSL. Tower 5078' from DER 1017' left of centerline, 101' AGL/2300' MSL. Trees 226' from DER, 271' left of centerline, up to 103' AGL/2302' MSL. Terrain 68' from DER, 281' right of centerline, up to 2116' MSL.

EASTON, MD

EASTON/NEWMAM FIELD

TAKE-OFF MINIMUMS: **Rwy 22**, 300-2 or std. w/ climb of 241' per NM to 500.

NOTE: **Rwy 4**, vehicles on roads beginning 199' from departure end of runway, 350' right of centerline, up to 15' AGL/102' MSL. Multiple poles beginning 434' from departure end of runway, 88' right of centerline, up to 31' AGL/100' MSL. Multiple trees beginning 1485' from departure end of runway, 46' right of centerline, up to 64' AGL/133' MSL. Tree 1509' from departure end of runway, 38' left of centerline, 47' AGL/116' MSL.

Rwy 15, fence 2' from departure end of runway, 411' left of centerline, 8' AGL/57' MSL. Multiple poles beginning 721' from departure end of runway, 183' left of centerline, up to 64' AGL/123' MSL. Multiple poles beginning 828' from departure end of runway, 514' right of centerline, up to 26' AGL/85' MSL. Multiple trees beginning 862' from departure end of runway, 275' left of centerline, up to 89' AGL/148' MSL. Multiple trees beginning 1357' from departure end of runway, 238' right of centerline, up to 94' AGL/153' MSL. **Rwy 22**, tree 1251' from departure end of runway, 786' right of centerline, 56' AGL/95' MSL. Multiple trees beginning 1323' from departure end of runway, 759' left of centerline, up to 90' AGL/129' MSL. Tower 1.6 NM from departure end of runway, 2373' left of centerline, 276' AGL/291' MSL. **Rwy 33**, multiple trees 10' from departure end of runway, 19' right of centerline, up to 139' AGL/158' MSL. Vehicle on road 352' from departure end of runway, 405' right of centerline, 15' AGL/59' MSL. Pole 888' from departure end of runway, 409' left of centerline, 19' AGL/58' MSL. Multiple trees beginning 1153' from departure end of runway, 245' left of centerline, up to 99' AGL/118' MSL.

ELKTON, MD

CECIL COUNTY

TAKE-OFF MINIMUMS: NOTE: **Rwy 13**, cross departure end of runway at or above 27' AGL/89' MSL. **Rwy 31**, 300-1½ or std. w/ min. climb of 290' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 308° to 900 before turning left.

NOTE: **Rwy 13**, trees 185' from departure end of runway, 110' right of centerline, 50' AGL/113' MSL. Trees 325' from departure end of runway, 125' left of centerline, 75' AGL/138' MSL. **Rwy 31**, trees, 1350' from departure end of runway, on centerline, 115' AGL/221' MSL. Trees beginning 1050' from departure end of runway, 781' left to 781' right of centerline, up to 100' AGL/309' MSL.

EMPORIA, VA

EMPORIA-GREENSVILLE RGNL (EMV)

ORIG 09155 (FAA)

NOTE: **Rwy 15**, vehicle on roadway 21' from DER, 291' left of centerline, up to 15' AGL/124' MSL. Trees beginning 56' from DER, 245' right of centerline, up to 60' AGL/169' MSL. Trees beginning 98' from DER, 231' left of centerline, up to 60' AGL/169' MSL. Trees beginning 1387' from DER, 387' left of centerline, up to 60' AGL/149' MSL. **Rwy 33**, trees beginning 115' from DER, 276' right of centerline, up to 60' AGL/189' MSL. Trees beginning 138' from DER, 321' left of centerline, up to 60' AGL/189' MSL. Vehicle on roadway, 163' from DER, 524' right of centerline, up to 15' AGL/144' MSL. Vehicle on roadway, 222' from DER, 534' left of centerline, up to 17' AGL/146' MSL.

FARMVILLE, VA

FARMVILLE RGNL (FVX)

AMDT 1 10154 (FAA)

NOTE: **Rwy 3**, trees beginning 64' from DER, 156' left of centerline, up to 77' AGL/506' MSL. Trees beginning 149' from DER, 398' right of centerline, up to 93' AGL/502' MSL. **Rwy 21**, vehicle on road 97' from DER, 475' left of centerline, up to 15' AGL/422' MSL. Trees beginning 56' from DER, 21' right of centerline, up to 80' AGL/489' MSL. Trees beginning 553' from DER, 53' left of centerline, up to 55' AGL/491' MSL.

FELKER AAF (KFAF),

FORT EUSTIS, VA 08297

Rwy 14, 32 standard.

TAKE-OFF OBSTACLES: **Rwy 14**: Tree 3133' from DER, 167' left of centerline, 103' AGL/112' MSL. **Rwy 32**: Crane 2938' from DER, 941' left of centerline, 114' AGL/124' MSL. Trees beginning 2931' from DER, 186' left of centerline up to 74' AGL/85' MSL.

FORT MEADE (ODENTON), MD

TIPTON

NOTE: **Rwy 10**, cross departure end of runway at or above 17' AGL/167' MSL. **Rwy 10**, trees 1052' right of departure end of runway, 88' AGL/238' MSL.



10266

L6

FRANKLIN, VAFRANKLIN MUNI-JOHN BEVERLY ROSE
(FKN)

AMDT 2 09071 (FAA)

NOTE: **Rwy 9**, trees beginning 1977' from DER, 349' left of centerline, up to 100' AGL/139' MSL. Trees beginning 1287' from DER, 236' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 533' from DER, 604' right of centerline, 15' AGL/59' MSL. **Rwy 27**, trees beginning 100' from DER, 444' left of centerline, up to 100' AGL/134' MSL. Trees beginning 520' from DER, 520' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 308' from DER, left to right of centerline, 15' AGL/44' MSL.

FREDERICK, MD

FREDERICK MUNI

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 270' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 2000 before proceeding on course. **Rwy 30**, climbing right turn to intercept FDK VOR R-010 to 2400 before proceeding on course.

FREDERICKSBURG, VA

SHANNON

TAKE-OFF MINIMUMS: **Rwy 24**, 800-3 or std. with a min. climb of 290' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 24**, climb to 800 via runway heading before proceeding on course.

NOTE: 744' tower 2.1 NM from departure end of Rwy 24.

FRIENDLY, MD

POTOMAC AIRFIELD

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 300-1.

NOTE: **Rwy 6**, 50' AGL trees 300' left of departure end of runway. 75' AGL trees 320' right of departure end of runway. **Rwy 24**, 80' AGL trees 200' right of departure end of runway. 75' AGL trees 200' left of departure end of runway. 30' AGL hanger 200' from departure end of runway, 190' right of centerline.

FRONT ROYAL, VA

FRONT ROYAL-WARREN COUNTY (FRR)

AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1½ or std. w/ min. climb of 415' per NM to 1100. **Rwy 28**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 10**, climbing left turn direct MRB VORTAC before proceeding on course.

NOTE: **Rwy 10**, vehicles on roadway beginning 221' from DER, left and right of centerline, up to 17' AGL/736' MSL. Powerlines beginning 835' from DER, left and right of centerline, up to 79' AGL/828' MSL. Trees beginning 1060' from DER, 51' left of centerline, up to 100' AGL/779' MSL. Trees beginning 1660' from DER, 550' right of centerline, up to 100' AGL/939' MSL.

GAITHERSBURG, MD

MONTGOMERY COUNTY AIRPARK

TAKE-OFF MINIMUMS: NOTE: **Rwy 14**, 62' AGL trees 197' right of centerline. **Rwy 32**, 63' AGL trees 335' left of centerline.

GALAX-HILLSVILLE, VA

TWIN COUNTY

TAKE-OFF MINIMUMS: **Rwy 19**, 300-1 or std. with a min. climb of 240' per NM until passing 3000. **Rwy 1**, 300-1 or std. with a min. climb of 310' per NM until passing 3000.

GEORGETOWN, DE

SUSSEX COUNTY

TAKE-OFF MINIMUMS: **Rwys 4, 13, 22, 31**, 300-1.

GRUNDY, VA

GRUNDY MUNI

TAKE-OFF MINIMUMS: **Rwy 22**, 300-2 or std. with a min. climb of 240' per NM to 2700.

HAGERSTOWN, MDHAGERSTOWN RGNL -RICHARD A. HENSON
FIELD

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.

DEPARTURE PROCEDURE: **Rwy 9**, climbing left turn to 2500 via 040° heading to intercept the HGR R-084 before departing as cleared. **Rwys 2, 20**, climb to 2000 before turning eastbound.

HOT SPRINGS, VA

INGALLS FIELD

TAKE-OFF MINIMUMS: **Rwy 7**, 500-1 or std. with a min. climb of 320' per NM to 4400. **Rwy 25**, 600-1 or std. with a min. climb of 390' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 4400 before proceeding on course.

Rwy 25, climb runway heading to 5000 before proceeding on course.

INDIAN HEAD, MD

MARYLAND

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1½ or std. w/ min. climb of 360' per NM to 600.

NOTE: **Rwy 18**, trees abeam departure end of runway, 125' left of centerline, up to 100' AGL/256' MSL. Trees 269' from departure end of runway, on centerline, 100' AGL/256' MSL. Trees abeam departure end of runway, 125' right of centerline, up to 100' AGL/256' MSL. Tower 6170' from departure end of runway, 620' right of centerline, 190' AGL/384' MSL. **Rwy 36**, trees 258' from departure end of runway, 309' left of centerline, up to 100' AGL/271' MSL. Tree 567' from departure end of runway, 125' left of centerline, 60' AGL/230' MSL. Rising terrain beginning 73' from departure end of runway, 64' right of centerline, 180' MSL.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

10266



NE-3

JONESVILLE, VA

LEE COUNTY

TAKE-OFF MINIMUMS: **Rwy 7**, std. w/min. climb of 467' per NM to 3800, or 1900-3 for climb in visual conditions. **Rwy 25**, std. w/min. climb of 442' per NM to 3500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25**, for climb in visual conditions cross Lee County Airport at or above 3200 before proceeding on course.

NOTE: **Rwy 7**, terrain 116' from departure end of runway, 72' right of centerline, 1439' MSL. Terrain 691' from departure end of runway, 53' right of centerline, 1459' MSL. Terrain 267' from departure end of runway, 190' left of centerline, 1439' MSL. Terrain 479' from departure end of runway, 68' left of centerline, 1459' MSL.

LANGLEY AFB (KLF)

HAMPTON, VA

..... Orig 07354
..... **Rwy 8**, 500-3*

* Or standard with minimum climb of 240 ft/NM to 700.

NOTE: **Rwy 26**, cross DER at or above 10' AGL/18' MSL.

TAKE-OFF OBSTACLES: **Rwy 8**, Boat 2261' from DER, 779' left of centerline, 60' AGL/80' MSL. Boat 2500' from DER, 59' left of centerline, 60' AGL/70' MSL. Vehicle on road 1051' from DER, 702' right of centerline, 15' AGL/43' MSL. Boat 2841' from DER, 641' right of centerline, 60' AGL/80' MSL. Multiple towers 2.0 NM from DER, 1.7 NM right of centerline, 503' AGL/511' MSL. **Rwy 26**, Tree 4050' from DER, 685' left of centerline, 100' AGL/120' MSL. Tree 4840' from DER, 687' left of centerline, 100' AGL/136' MSL. Tree 4044' from DER, 31' left of centerline, 101' AGL/113' MSL. Tree 4153' from DER, 342' right of centerline, 101' AGL/114' MSL. Tree 4037' from DER, 623' right of centerline, 101' AGL/110' MSL. Tree 4377' from DER, 435' right of centerline, 100' AGL/121' MSL. Tree 3805' from DER, 1184' right of centerline, 100' AGL/133' MSL.

LAUREL, DE

LAUREL

DEPARTURE PROCEDURE: **Rwys 15, 33**, climb runway heading to 1200 before proceeding on course.

LAWRENCEVILLE, VA

LAWRENCEVILLE/BRUNSWICK MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24**, NA.

NOTE: **Rwy 18**, trees 1654' from departure end of runway, 772' left of centerline, 88' AGL/407' MSL. Trees 200' from departure end of runway, on centerline, 22' AGL/321' MSL. **Rwy 36**, trees 1487' from departure end of runway, 20' left of centerline, 88' AGL/420' MSL. Trees 113' from departure end of runway, 372' right of centerline, 88' AGL/420' MSL.

LEESBURG, VA

LEESBURG EXECUTIVE (JYO)

AMDT 2 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 351° to 1200 before proceeding on course.

NOTE: **Rwy 17**, vehicle on roadway, 320' from DER, 565' left of centerline, up to 15' AGL/414' MSL. Building 167' from DER, 360' left of centerline, 22' AGL/401' MSL. Pole 958' from DER, 373' left of centerline, 32' AGL/421' MSL. Trees beginning 138' from DER, left and right of centerline, up to 100' AGL/464' MSL. **Rwy 35**, terrain 96' from DER, 453' left of centerline, 381' MSL. Tree 1078' from DER, 525' left of centerline, up to 100' AGL/413' MSL. Pole 638' from DER, 642' right of centerline, 49' AGL/428' MSL.

LEONARDTOWN, MD

ST. MARY'S COUNTY RGNL

NOTES: **Rwy 11**, multiple trees beginning 88' from departure end of runway, 339' left of centerline, up to 80' AGL/205' MSL. Multiple trees beginning 61' from departure end of runway, 193' right of centerline up to 80' AGL/205' MSL. **Rwy 29**, multiple trees beginning 996' from departure end of runway, 227' left of centerline up to 79' AGL/221' MSL. Multiple trees beginning 596' from departure end of runway, 277' right of centerline up to 71' AGL/213' MSL. Multiple towers on buildings beginning 53' from departure end of runway, 400' right of centerline up to 26' AGL/168' MSL. Equipment on building 223' from departure end of runway, 449' right of centerline, 15' AGL/169' MSL. Tower 402' from departure end of runway, 399' right of centerline, 33' AGL/175' MSL. Fence 496' from departure end of runway, 241' right of centerline, 22' AGL/164' MSL.

LOUISA, VA

LOUISA COUNTY/FREEMAN FIELD (LKU)

AMDT 1 10210 (FAA)

NOTE: **Rwy 9**, trees beginning abeam DER, 316' right of centerline, up to 100' AGL/589' MSL. Trees beginning 765' from DER, 644' left of centerline, up to 95' AGL/545' MSL. Trees beginning 889' from DER, 150' right of centerline, up to 59' AGL/519' MSL. **Rwy 27**, trees beginning abeam DER, 350' right of centerline, up to 100' AGL/569' MSL. Trees beginning 212' from DER, 133' right of centerline, up to 100' AGL/569' MSL. Trees beginning 70' from DER, 513' left of centerline, up to 100' AGL/569' MSL. Building 148' from DER, 440' left of centerline, 14' AGL/484' MSL. Trees beginning 587' from DER, left and right of centerline, up to 100' AGL/549' MSL.

LURAY, VA

LURAY CAVERNS

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 1000-3

DEPARTURE PROCEDURE: Climb visually so as to cross airport at or above 2000, then continue climb to 5000 via LUA 215° bearing before proceeding on course.

LYNCHBURG, VA

FALWELL

TAKE-OFF MINIMUMS: **Rwy 10**, 1100-2½ for climb in visual conditions. **Rwy 28**, NA-obstacle.

DEPARTURE PROCEDURE: **Rwy 10**, for climb in visual conditions: cross Falwell Airport at or above 1900 before proceeding on course.

NOTE: **Rwy 10**, multiple trees 9' from departure end of runway, 87' right of centerline, up to 100' AGL/899' MSL. Multiple power lines 2896' from departure end of runway, 1192' right of centerline, up to 149' AGL/968' MSL.

LYNCHBURG RGNL/PRESTON GLENN

FIELD (LYH)

AMDT 8 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-2¼ or std. w/ min. climb of 232' per NM to 1500. **Rwy 35**, std. w/ min. climb of 350' per NM to 3000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 036° to 2200 before proceeding on course. **Rwy 17**, climb heading 169° to 1800 before turning right. **Rwy 22**, climb heading 216° to 1800 before turning right. **Rwy 35**, climb heading 349° to 3000 before turning left, or for climb in visual conditions: cross Lynchburg Rgnl/Preston Glenn Field at or above 2500' MSL before proceeding on course.

NOTE: **Rwy 4**, trees beginning 2029' from departure end of runway, 62' right of centerline up to 81' AGL/999' MSL. Trees beginning 1422' from departure end of runway, 3' left of centerline up to 76' AGL/995' MSL. Poles beginning 427' from departure end of runway, 483' right of centerline up to 44' AGL/1044' MSL. Obstruction lights on fence beginning 2' from departure end of runway, 500' right of centerline up to 30' AGL/948' MSL. Antenna on building 395' from departure end of runway, 277' right of centerline 15' AGL/954' MSL. Light 606' from departure end of runway, 599' right of centerline, 18' AGL/982' MSL. Building 400' from departure end of runway, 345' right of centerline, 12' AGL/951' MSL. **Rwy 17**, trees beginning 284' from departure end of runway, 77' left of centerline up to 277' AGL/1195' MSL. Trees beginning 265' from departure end of runway, 178' right of centerline up to 57' AGL/969' MSL. Obstruction light on pole 9326' from departure end of runway 333' left of centerline, 270' AGL/1188 MSL. **Rwy 22**, trees beginning 274' from departure end of runway, 245' right of centerline up to 41' AGL/979' MSL. Trees beginning 2616' from departure end of runway, 206' left of centerline up to 41' AGL/979' MSL. Poles beginning 2872' from departure end of runway, 603' right of centerline up to 44' AGL/982' MSL. **Rwy 35**, trees beginning 2955' from departure end of runway, 140' right of centerline up to 96' AGL/1014' MSL. Trees beginning 722' from departure end of runway, 71' left of centerline up to 119' AGL/1037' MSL. Pole 36' from departure end of runway 98' left of centerline, 25' AGL/943' MSL.

MANASSAS, VA

MANASSAS RGNL/HARRY P. DAVIS FIELD

NOTE: **Rwy 16R**, terrain 64' from departure end of runway, 136' right of centerline, 179' MSL. Numerous trees beginning 242' from departure end of runway, 53' right of centerline up to 100' AGL/279' MSL. Vehicle on road 886' from departure end of runway, 463' right of centerline, 15' AGL/214' MSL. Terrain 33' from departure end of runway, 427' left of centerline, 179' MSL. Numerous trees beginning 688' from departure end of runway, 40' left of centerline, up to 100' AGL/279' MSL. **Rwy 16L**, terrain 56' from departure end of runway, 177' left of centerline, 179' MSL. Numerous trees beginning 1911' from departure end of runway, 158' left of centerline, up to 83' AGL/292' MSL. Terrain 87' from departure end of runway, 386' right of centerline, 179' MSL. Numerous trees beginning 2559' from departure end of runway, 29' right of centerline, up to 100' AGL/273' MSL. **Rwy 34R**, sign 70' from departure end of runway, 91' right of centerline, 6' AGL/196' MSL. Terrain beginning 23' from departure end of runway, 222' right of centerline, up to 199' MSL. Vehicle on road 198' from departure end of runway, 9' right of centerline, 15' AGL/214' MSL. Numerous trees beginning 1860' from departure end of runway, 828' right of centerline, 70' AGL/280' MSL. Numerous trees beginning 2875' from departure end of runway, 484' left of centerline, up to 27' AGL/266' MSL. **Rwy 34L**, terrain 107' from departure end of runway, 409' right of centerline, 189' MSL. Numerous trees beginning 2802' from departure end of runway, 251' right of centerline, up to 27' AGL/266' MSL. Terrain 76' from departure end of runway, 154' left of centerline, 189' MSL. Vehicle on road 366' from departure end of runway, 19' left of centerline, 15' AGL/204' MSL. Numerous trees beginning 1603' from departure end of runway, 249' left of centerline, up to 43' AGL/252' MSL. Tower 3398' from departure end of runway, 1102' left of centerline, 68' AGL/274' MSL.

MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1. **Rwy 26**, 800-1. DEPARTURE PROCEDURE: **Rwy 8**, climb direct to MK NDB then climb to 5300 via 073° bearing before proceeding on course. **Rwy 26**, climb to 5400 via 253° bearing from MK NDB before proceeding on course.

MARTINSVILLE, VA

BLUE RIDGE (MTV)
AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, std. with a min. climb of 249' per NM to 2100 or 1900-3 for climb in visual conditions. **Rwy 30**, std. with a min. climb of 321' per NM to 4300 or 1900-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 12**, climb heading 125° to 2200 before proceeding on course. For climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course. **Rwy 30**, for climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 12**, trees beginning 316' from DER, 320' left of centerline, up to 47' AGL/956' MSL. Trees beginning 38' from DER, 380' right of centerline, 82' AGL/941' MSL. **Rwy 30**, trees beginning 82' from DER, 9' right of centerline, up to 100' AGL/1058' MSL. Vehicle on road 638' from DER, 418' right of centerline, 15' AGL/974' MSL. Obstruction light on DME 1031' from DER, 304' right of centerline, 18' AGL/977' MSL. Fence 947' from DER, 400' right of centerline, 12' AGL/971' MSL. Trees beginning 102' from DER, 94' left of centerline, up to 77' AGL/1047' MSL.

MELFA, VA

ACCOMACK COUNTY

NOTE: **Rwy 3**, multiple trees beginning 41' from departure end of runway, 221' right of centerline, up to 84' AGL/128' MSL. Truck on road 204' from departure end of runway, 231' left of centerline, 15' AGL/61' MSL. Multiple trees beginning 249' from departure end of runway, 14' left of centerline, up to 106' AGL/155' MSL. Truck on road 494' from departure end of runway, 228' left of centerline, 15' AGL/62' MSL. Rod on obstruction light tower 862' from departure end of runway, 402' left of centerline, 55' AGL/99' MSL. **Rwy 21**, multiple trees beginning 27' from departure end of runway, 395' right of centerline, up to 91' AGL/135' MSL. Multiple trees 504' from departure end of runway, 403' left of centerline, up to 110' AGL/144' MSL.

MIDDLETOWN, DE

SUMMIT

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1, or std. with a min. climb of 280' per NM to 400.

MITCHELLVILLE, MD

FREEWAY

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 295' per NM to 500. **Rwy 36**, 300-1 or std. with a min. climb of 500' per NM to 600.

NOTE: **Rwy 18**, trees 328' from departure end of runway, 20' AGL/178' MSL. Trees 838' from departure end of runway, 337' left of centerline, 50' AGL/220' MSL. **Rwy 36**, cross departure end of runway at or above 35' AGL/203' MSL. Road/vehicle, 231' from departure end of runway, 17' AGL/185' MSL. Trees 332' from departure end of runway, 20' AGL/188' MSL. Power poles and lines crossing centerline, 2280' from departure end of runway, 186' AGL/345' MSL.

MONETA, VA

SMITH MOUNTAIN LAKE

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb straight ahead to 1600 before proceeding on course.

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or standard with a minimum climb of 255' per NM to 300.

NOTE: **Rwy 2**, bush 295' from departure end of runway, 291' right of centerline 22' AGL/62' MSL. Tree 937' from departure end of runway, 603' left of centerline 81' AGL/131' MSL. Pole 1221' from departure end of runway, 487' right of centerline 31' AGL/81' MSL. Tree 1275' from departure end of runway, 517' left of centerline 79' AGL/132' MSL. Multiple trees beginning 1554' from departure end of runway, 298' left of centerline up to 88' AGL/141' MSL. Tree 1686' from departure end of runway, 428' right of centerline 61' AGL/114' MSL. Tree 1849' from departure end of runway, 598' right of centerline 72' AGL/125' MSL. T-L tower 3351' from departure end of runway, 1008' left of centerline 109' AGL/161' MSL. **Rwy 7**, tree 371' from departure end of runway, 588' left of centerline 36' AGL/73' MSL. T-L tower 4120' from departure end of runway, 1324' right of centerline 93' AGL/116' MSL. T-L tower 5625' from departure end of runway, 1345' left of centerline 133' AGL/191' MSL. **Rwy 20**, bush 96' from departure end of runway, 293' left of centerline 22' AGL/52' MSL. Stack 5977' from departure end of runway, 598' left of centerline 186' AGL/227' MSL. **Rwy 25**, tree 694' from departure end of runway, 549' right of centerline 42' AGL/65' MSL. Tree 1020' from departure end of runway, 703' right of centerline 23' AGL/97' MSL. Tree 1622' from departure end of runway, 529' left of centerline 59' AGL/79' MSL. Tree 2654' from departure end of runway, 335' right of centerline 86' AGL/106' MSL. Tree 3435 from departure end of runway, 1125' right of centerline 116' AGL/139' MSL.

NORFOLK, VA

CHESAPEAKE RGNL

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 5**, cross departure end of runway at or above 27' AGL/48' MSL. Trees 2200' from departure end of runway, 545' left of centerline, 81' AGL/102' MSL. **Rwy 23**, cross departure end of runway at or above 25' AGL/43' MSL. Trees 1600' from departure end of runway, 710' right of centerline, 62' AGL/82' MSL.

NORFOLK, VA (CON'T)

HAMPTON ROADS EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 217' per NM to 700, or alternatively w/ std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway or 1700-2¼ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 019° to 1600 before turning west. **Rwy 10**, climb heading 102° to 900 before proceeding on course, or for climb in visual conditions, cross Hampton Roads Executive Airport at or above 1600 before proceeding on course.

Rwy 20, climb heading 199° to 1000 before turning North. **Rwy 28**, climb heading 282° to 1500 before turning North.

NOTE: **Rwy 2**, multiple trees beginning 693' from departure end of runway, 286' left of centerline, up to 100' AGL/124' MSL. Multiple trees beginning 917' from departure end of runway, 422' right of centerline, up to 100' AGL/124' MSL. **Rwy 10**, trees 688' from departure end of runway, 374' left of centerline, 61' AGL/85' MSL. Vehicle on road and multiple trees beginning 750' from departure end of runway, 359' right of centerline, up to 100' AGL/124' MSL. Tower 1.1 NM from departure end of runway, 1424' left of centerline, 175' AGL/192' MSL. **Rwy 20**, vehicle on road and multiple trees beginning 199' from departure end of runway, 250' left of centerline, up to 100' AGL/124' MSL. Vehicle on road and multiple trees beginning 595' from departure end of runway, 8' right of centerline, up to 100' AGL/124' MSL. **Rwy 28**, multiple trees beginning 2711' from departure end of runway, 366' left of centerline, up to 100' AGL/124' MSL. Vehicle on road 3' from departure end of runway, 112' right of centerline, 17' AGL/34' MSL. Multiple trees beginning 2595' from departure end of runway, 362' right of centerline, up to 100' AGL/124' MSL.

NORFOLK, VA (CON'T)

NORFOLK INTL

NOTES: **Rwy 5**, mobile crane 4091' from departure end of runway, 1249' right of centerline, 150' AGL/163' MSL. Multiple ship masts beginning 2761' from departure end of runway, 22' right of centerline, up to 100' AGL/100' MSL. Multiple ship masts beginning 2564' from departure end of runway, 133' left of centerline, up to 100' AGL/100' MSL. Obstruction light on pole 3978' from departure end of runway, 931' left of centerline, 138' AGL/146' MSL. Multiple towers beginning 4045' from departure end of runway, 982' left of centerline, up to 138' AGL/146' MSL. Obstruction light on pole 2898' from departure end of runway, 811' right of centerline, 84' AGL/98' MSL. Antenna 4115' from departure end of runway, 1585' right of centerline, 117' AGL/131' MSL. Tower 2974' from departure end of runway, 772' right of centerline, 90' AGL/98' MSL, obstruction light on pole 2696' from departure end of runway, 1063' left of centerline, 84' AGL/91' MSL. Bush 29' from departure end of runway, 307' right of centerline, 6' AGL/20' MSL. Tree 1459' from departure end of runway, 159' left of centerline, 41' AGL/55' MSL. Tower 2938' from departure end of runway, 1254' left of centerline, 89' AGL/94' MSL. Tree 1399' from departure end of runway, 201' right of centerline, 38' AGL/52' MSL. Sign 82' from departure end of runway, 301' left of centerline, 2' AGL/19' MSL. Terrain 23' from departure end of runway, 227' left of centerline, 0' AGL/17' MSL. **Rwy 14**, tree 2541' from departure end of runway, 432' right of centerline, 101' AGL/121' MSL. Multiple trees beginning 443' from departure end of runway, 398' left of centerline, up to 75' AGL/95' MSL. Pole 1410' from departure end of runway, 254' right of centerline, 45' AGL/62' MSL. **Rwy 23**, rod on obstruction light pole 1012' from departure end of runway, 650' right of centerline, 56' AGL/73' MSL. Multiple trees beginning 619' from departure end of runway, 584' left of centerline, up to 81' AGL/98' MSL. Obstruction light on pole 1433' from departure end of runway, 738' left of centerline, 54' AGL/71' MSL. Multiple trees beginning 323' from departure end of runway, 504' right of centerline, up to 26' AGL/43' MSL. Pole 2165' from departure end of runway, 840' right of centerline, 57' AGL/74' MSL. **Rwy 32**, multiple trees beginning 17' from departure end of runway, 460' right of centerline, up to 81' AGL/98' MSL. Multiple trees and poles beginning 60' from departure end of runway, 333' left of centerline, up to 87' AGL/92' MSL. Road 207' from departure end of runway, 231' right of centerline, 12' AGL/29' MSL. Multiple obstruction lights on towers 201' from departure end of runway, 135' left of centerline, up to 12' AGL/27' MSL.

NORFOLK KNS (CHAMBERS FIELD) (KNGU)

NORFOLK, VA
08269

Rwy 28: 300-1½*
* Or standard with minimum climb of 235'/NM (DoD) or 245'/NM (civil) to 300.

TAKE-OFF OBSTACLES: **Rwy 10**: Trees with a maximum height of 100' within 1500' of departure end of rwy. Cross departure end of rwy at or above 35' AGL/48' MSL.

OAKLAND, MD

GARRETT COUNTY (2G4)
ORIG 08101 (FAA)

NOTE: **Rwy 9**, Multiple trees beginning 75' from departure end of runway, 94' left of centerline, up to 100' AGL/2939' MSL. Multiple trees beginning 76' from departure end of runway, 47' right of centerline, up to 100' AGL/2939' MSL. **Rwy 27**, Multiple trees beginning 15' from departure end of runway, 334' left of centerline, up to 100' AGL/3019' MSL. Multiple trees beginning 19' from departure end of runway, 107' right of centerline, up to 100' AGL/3019' MSL.

OCEAN CITY, MD

OCEAN CITY MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 32**, 400-2 or std. with a min. climb of 260' per NM to 500.

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

VIRGINIA BEACH, VA. 09351

TAKE-OFF OBSTACLES: **Rwy 5L**, Trees 115' MSL, 3706' from DER, 97' right of centerline. **Rwy 5R**, Trees 115' MSL, 3706' from DER, 603' left of centerline. **Rwy 14L**, Trees 105' MSL, 2792' from DER, 7' left of centerline. **Rwy 14R**, Trees 105' MSL, 2792' from DER, 708' left of centerline.

ORANGE, VA

ORANGE COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1500 before turning.

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

PATUXENT RIVER, MD 09267

Rwy 6, Obstacle identification surface begins 15' above DER.

Rwy 14, Obstacle identification surface begins 35' above DER.

Rwy 20, Obstacle identification surface begins 20' above DER.

Rwy 24, Obstacle identification surface begins 15' above DER.

TAKE-OFF OBSTACLES: **Rwy 6**, Pole 63' AGL/83' MSL, 1967' from DER, 981' left of centerline. **Rwy 14**, Trees 42' AGL/57' MSL, 190' from DER, 223' left of centerline. Two lane road crossing rwy thld max ht 17' AGL/33' MSL, 193' from DER. Pole 34' AGL/50' MSL, 315' from DER, 198' left of centerline. Trees 43' AGL/59' MSL, 520' from DER, 637' right of centerline. **Rwy 20**, Trees 44' AGL/81' MSL, 1555' from DER, 845' right of centerline. Trees 56' AGL/93' MSL, 2057' from DER, 778' right of centerline. Trees 67' AGL/104' MSL, 2077' from DER, 818' right of centerline. Trees 93' AGL/130' MSL, 3029' from DER, 32' left of centerline. **Rwy 24**, 43' AGL/81' MSL, 1682' from DER, 582' left of centerline. Trees 57' AGL/93' MSL, 2015' from DER, 965' left of centerline. Trees 66' AGL/104' MSL, 2056' from DER, 948' left of centerline.

PETERSBURG, VA

DINWIDDIE COUNTY (PTB)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 32, 14**, NA-obstacles.

NOTE: **Rwy 5**, numerous trees beginning 911' from departure end of runway, 551' left of centerline, up to 65' AGL/254' MSL. Fence 161' from departure end of runway, 472' right of centerline, 7' AGL/196' MSL. Tree 1031' from departure end of runway, 690' right of centerline, 57' AGL/256' MSL. **Rwy 23**, numerous trees beginning 2615' from departure end of runway, 69' right of centerline, up to 80' AGL/289' MSL. Fence 10' from departure end of runway, 476' left of centerline, 10' AGL/199' MSL. Numerous trees beginning 819' from departure end of runway, 528' left of centerline, up to 72' AGL/281' MSL.

PHILLIPS AAF (KAPG)

ABERDEEN PROVING GROUND, MD . . 07270

TAKE-OFF OBSTACLES: **Rwy 4**, vehicle on road 1059' from DER, on centerline, 10' AGL/86' MSL. Tree 1126' from DER, 118' left of centerline, 29' AGL/88' MSL. **Rwy 22**, vehicle on road 234' from DER, 27' right of centerline, 10' AGL/49' MSL. Multiple trees beginning 398' from DER, 311' right of centerline, up to 50' AGL/89' MSL. Tree 1094' from DER, 49' left of centerline, 43' AGL/62' MSL.

QUANTICO MCAF (TURNER FIELD) (KNYG)

QUANTICO, VA 09295

Diverse departures not authorized.

Rwy 2, 400-2½"

Rwy 20, 300-1¼"

* Or standard with minimum civil climb of 470 ft/NM to 600, minimum military climb of 410 ft/NM to 500.

** Or standard with minimum civil climb of 360 ft/NM to 400, minimum military climb of 320 ft/NM to 400.

DEPARTURE PROCEDURE: **Rwy 2**, Climbing right turn to 2000 direct BRV VORTAC or to assigned heading for radar vectors. **Rwy 20**, Climb to 2000 direct BRV VORTAC or as assigned for radar vectors.

TAKE-OFF OBSTACLES: **Rwy 2**, Multiple trees on rising terrain 100' AGL/296' MSL, 4075' from DER, 803' left of centerline. Multiple trees on rising terrain 100' AGL/197' MSL, 5763' from DER, 106' left of centerline. Multiple trees 100' AGL/240' MSL, 5763' from DER, 509' right of centerline. Smokestack 100' MSL, 2310' from DER, 401' left of centerline. Multiple smokestacks up to 397' MSL, 2 NM from DER, 4175' right of centerline. **Rwy 20**, Terrain 27' MSL, starting 347' from DER, 192' right of centerline. Trees 34' AGL/213' MSL, 5749' from DER, 1878' right of centerline.

QUINTON, VA

NEW KENT COUNTY (W96)
AMDT 1 10154 (FAA)

NOTE: **Rwy 10**, trees beginning at DER, left and right of centerline, up to 100' AGL/239' MSL. **Rwy 28**, trees beginning at DER, left and right of centerline, up to 100' AGL/239' MSL.

RICHLANDS, VA

TAZEWELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 430' per NM to 3000. **Rwy 25**, 300-1 or std. with a min. climb of 280' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 4700 before proceeding southbound.

Rwy 25, climb runway heading to 4100 before proceeding southbound.

RICHMOND, VA

CHESTERFIELD COUNTY

TAKE-OFF MINIMUMS: **Rwy 15**, 800-1 or std. with a min. climb of 280' per NM to 1200. **Rwy 33**, 1200-1, or std. with a min. climb of 220' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 15**, climb runway heading to 1200' before proceeding on course.

Rwy 33, climb runway heading to 1700' before proceeding on course.

NOTE: **Rwy 15**, 18' AGL pole 1315' from departure end of runway, 304' left of centerline. **Rwy 33**, 84' AGL tree 2399' from departure end of runway, 84' left of centerline.

RICHMOND, VA (CON'T)

RICHMOND INTL (RIC)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 200-1¼ or std. w/ min. climb of 230' per NM to 400, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to DER.

NOTE: **Rwy 2**, aircraft on surface beginning 3' from DER, 202' right of centerline, up to 65' AGL/232' MSL. Trees and bushes beginning 104' from DER, 223' left of centerline, up to 100' AGL/251' MSL. Trees beginning 2918' from DER, 367' right of centerline, up to 100' AGL/260' MSL. **Rwy 7**, trees beginning 1208' from DER, 798' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1347' from DER, 283' left of centerline, up to 100' AGL/259' MSL. **Rwy 20**, hangar 817' from DER, 665' right of centerline, 43' AGL/212' MSL. Trees beginning 2307' from DER, 1065' left of centerline, up to 100' AGL/235' MSL. Trees beginning 2645' from DER, 759' right of centerline, up to 100' AGL/255' MSL. Pole 3226' from DER, 424' right of centerline, 79' AGL/248' MSL. **Rwy 25**, vehicles on road beginning 390' from DER, on centerline, up to 15' AGL/184' MSL. Train on railroad beginning 545' from DER, on centerline, up to 23' AGL/192' MSL. Tower 799' from DER, 562' left of centerline, 16' AGL/185' MSL. Trees beginning 2414' from DER, 285' right of centerline, up to 100' AGL/279' MSL. Multiple poles beginning 3056' from DER, 565' left of centerline, up to 83' AGL/252' MSL. Trees beginning 3176' from DER, 357' left of centerline, up to 100' AGL/269' MSL. **Rwy 34**, aircraft on surface beginning 12' from DER, 192' left of centerline, up to 65' AGL/230' MSL. Hangar and light pole beginning 1103' from DER, 732' left of centerline, up to 41' AGL/200' MSL. Trees beginning 2202' from DER, 1052' right of centerline, up to 100' AGL/232' MSL. Trees beginning 2689' from DER, 998' left of centerline, up to 100' AGL/237' MSL.

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI (OFF)

ORIG 09239 (FAA)

NOTE: **Rwy 16**, trees beginning 48' from DER, 479' left of centerline, up to 101' AGL/291' MSL. Poles beginning 1077' from DER, 36' left of centerline, up to 36' AGL/236' MSL. Pole 1120' from DER 166' right of centerline 30' AGL/230' MSL. Trees beginning 1307' from DER, 26' left of centerline, up to 108' AGL/298' MSL. Trees beginning 1431' from DER, 319' right of centerline, up to 104' AGL/294' MSL. **Rwy 34**, road and trees beginning 149' from DER, 345' right of centerline, up to 47' AGL/247' MSL. Road and trees beginning 410' from DER, 386' left of centerline, up to 103' AGL/293' MSL. Poles beginning 660' from DER, on centerline, up to 39' AGL/239' MSL. Trees beginning 1402' from DER, 445' right of centerline, up to 100' AGL/290' MSL. Trees beginning 2714' from DER, 487' right of centerline, up to 104' AGL/304' MSL.

RIDGELY, MD

RIDGELY AIRPARK

NOTE: **Rwy 12**, multiple trees beginning 592' from departure end of runway, 6' left of centerline, up to 100' AGL/160' MSL. Multiple trees beginning 239' from departure end of runway, 338' right of centerline, up to 100' AGL/160' MSL.



ROANOKE, VA

ROANOKE RGNL/ WOODRUM FIELD (ROA)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 33**, NA - obstacles.

Rwy 24, std. w/ min. climb of 216' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 154° to intercept the ROA VORTAC R-122 to 4000 before proceeding on course. **Rwy 24**, climb west on I-SZK LDA localizer course on 4200 to DIXXY Int'l-SZK 15.25 DME before proceeding on course.

NOTE: **Rwy 15**, trees 1.18 NM from departure end of runway, 2122' left of centerline, 60' AGL/1321' MSL. **Rwy 24**, bush 86' from departure end of runway, 385' left of centerline, 4' AGL/1163' MSL. Tree 150' from departure end of runway, 415' right of centerline, 60' AGL/1171' MSL. Tree 737' from departure end of runway, 454' right of centerline, 60' AGL/1179' MSL. Tree 1164' from departure end of runway, 726' right of centerline, 60' AGL/1206' MSL.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

ORIG 07354 (FAA)

NOTE: **Rwy 5**, trees and antennas beginning 961' from departure end of runway, 49' left of centerline, up to 83' AGL/135' MSL. Trees beginning 2769' from departure end of runway, 5' right of centerline, up to 85' AGL/136' MSL. **Rwy 23**, trees beginning 514' from departure end of runway, 518' left of centerline, up to 68' AGL/118' MSL. Trees and antenna beginning 774' from departure end of runway, 303' right of centerline, up to 76' AGL/127' MSL. Trees beginning 2835' from departure end of runway, 186' right of centerline, up to 75' AGL/125' MSL. **Rwy 32**, trailer, hangar and obstruction light beginning 120' from departure end of runway, 509' left of centerline, up to 23' AGL/72' MSL. Trees beginning 2215' from departure end of runway, 140' left of centerline, up to 79' AGL/128' MSL.

SALUDA, VA

HUMMEL FIELD

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1000 before turning on course.

NOTE: **Rwy 1**, 23' AGL tree left of departure end of runway, 65' AGL tree 663' from departure end of runway, 129' left of centerline. **Rwy 19**, 26' AGL tree 237' from departure end of runway, 116' right of centerline.

SOUTH BOSTON, VA

WILLIAM M. TUCK

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1. **Rwys 5, 23**, NA.
NOTE: **Rwy 1**, 72' AGL tower 324' from departure end of runway, 283' left of runway centerline.

SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL (AVC)
AMDT 2 10210 (FAA)

NOTE: **Rwy 1**, train on tracks 118' from DER, 514' left of centerline, 23' AGL/452' MSL. Trees beginning 181' from DER, 408' left of centerline, up to 80' AGL/500' MSL. Trees beginning 1858' from DER, 600' right of centerline, up to 71' AGL/500' MSL. **Rwy 19**, trees beginning 191' from DER, 13' left of centerline, up to 77' AGL/457' MSL. Trees beginning 1176' from DER, 57' right of centerline, up to 76' AGL/500' MSL.

STAFFORD, VA

STAFFORD RGNL

DEPARTURE PROCEDURE: **Rwy 15**, climbing left turn to 2000, intercept and proceed via BRV R-310 to BRV VORTAC, before proceeding on course. **Rwy 33**, climbing left turn to 2000, intercept and proceed via BRV R-306 to BRV VORTAC, before proceeding on course.
NOTE: **Rwy 33**, cross departure end of runway at or above 34' AGL/246' MSL.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL (SHD)
AMDT 6 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ min. climb of 273' per NM to 3800, or 2200-2½ for climb in visual conditions. **Rwy 23**, standard, or 2200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 047° to 3400 before turning right, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course. **Rwy 23**, climb heading 227° to 4400 before proceeding on course, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course.

NOTE: **Rwy 5**, trees 1720' from DER, 635' right of centerline, up to 100' AGL/1279' MSL. **Rwy 23**, tree 679' from DER, 616' left of centerline, 35' AGL/1194' MSL.

STEVENSVILLE, MD

BAY BRIDGE

TAKE-OFF MINIMUMS: **Rwy 29**, 500-3 or std. w/ min. climb of 317' per NM to 800.

NOTE: **Rwy 11**, road 354' from departure end of runway, on centerline, 17' AGL/35' MSL. Multiple trees beginning 1471' from departure end of runway, 32' left of centerline, up to 100' AGL/119' MSL. Multiple trees beginning 1485' from departure end of runway, 16' left of centerline, up to 100' AGL/119' MSL. **Rwy 29**, twin bridges 2.25 NM from departure end of runway, 2767' right of centerline, 410' AGL/410' MSL.



SUFFOLK, VA

SUFFOLK EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 4, 7, 22**, 300-1. **Rwy 25**, 300-1 or std. w/ a min. climb of 260' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 4**, trees 1050' from departure end of runway, 250' left of centerline, up to 100' AGL/169' MSL. Trees 1076' from departure end of runway, 105' left of centerline, up to 100' AGL/169' MSL. Powerline 1698' from departure end of runway, 825' right of centerline, 105' AGL/169' MSL. Powerline 3056' from departure end of runway, 524' right of centerline, 105' AGL/174' MSL. **Rwy 7**, trees 1143' from departure end of runway, 688' left of centerline, up to 100' AGL/169' MSL. Powerline 1211' from departure end of runway, 717' right of centerline, 105' AGL/169' MSL. Powerline 2176' from departure end of runway, 259' left of centerline, 105' AGL/169' MSL. Trees 2430' from departure end of runway, 118' right of centerline, up to 100' AGL/169' MSL. Powerline 3140' from departure end of runway, 1263' left of centerline, 105' AGL/174' MSL. **Rwy 22**, road 536' from departure end of runway, 62' left of centerline, 15' AGL/84' MSL. Trees 1403' from departure end of runway, 765' left of centerline, up to 100' AGL/169' MSL. Trees 3595' from departure end of runway, 792' right of centerline, up to 100' AGL/174' MSL. **Rwy 25**, road 198' from departure end of runway, 33' right of centerline, 15' AGL/89' MSL. Trees 805' from departure end of runway, 423' right of centerline, up to 100' AGL/169' MSL. Trees 3258' from departure end of runway, 57' right of centerline, up to 100' AGL/174' MSL.

TANGIER, VA

TANGIER ISLAND (TGI)

ORIG 09015 (FAA)

NOTE: **Rwy 2**, vehicle on road 343' from departure end of runway, on centerline, 15' AGL/19' MSL. Boat masts 638' from departure end of runway, 632' right to 755' left of centerline, up to 63' MSL. **Rwy 20**, buildings beginning 7' from departure end of runway, 206' left of centerline, 45' AGL/50' MSL. Rock wall at departure end of runway, 57' right of centerline, 4' AGL/8' MSL.

TAPPAHANNOCK, VA

TAPPAHANNOCK-ESSEX COUNTY

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1½ or std. w/ min. climb of 303' per NM to 500. **Rwy 28**, 300-1 or std. w/ min. climb of 366' per NM to 500.

NOTE: **Rwy 10**, terrain 6' from departure end of runway, 20' left of centerline, up to 135' MSL. Terrain 29' from departure end of runway, 281' left of centerline, up to 139' MSL. **Rwy 28**, terrain beginning 12' from departure end of runway, 5' right of centerline, up to 151' MSL.

WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY (WAL)

ORIG 09127 (FAA)

NOTE: **Rwy 4**, trees beginning 1254' from DER, 741' left of centerline, up to 100' AGL/109' MSL. Trees beginning 1814' from DER, 79' right of centerline, up to 100' AGL/134' MSL. **Rwy 10**, trees beginning 1252' from DER, 818' left of centerline, up to 100' AGL/124' MSL. **Rwy 17**, trees beginning 169' from DER, 218' left of centerline, up to 100' AGL/119' MSL. **Rwy 22**, trees beginning 793' from DER, 315' left of centerline, up to 100' AGL/129' MSL. **Rwy 28**, trees beginning 945' from DER, 495' right of centerline, up to 100' AGL/139' MSL. **Rwy 35**, trees beginning 3' from DER, 394' left of centerline, up to 100' AGL/124' MSL. Trees beginning 21' from DER, 219' right of centerline, up to 100' AGL/124' MSL.

WAKEFIELD, VA

WAKEFIELD MUNI

DEPARTURE PROCEDURE: Climb straight ahead to 500 before proceeding on course.

WARRENTON, VA

WARRENTON-FAUQUIER (HWY)

ORIG 09099 (FAA)

NOTE: **Rwy 15**, trees 436' from DER, 518' right of centerline, 100' AGL/439' MSL. Vehicle on road 647' from DER, 649' right of centerline, 15' AGL/354' MSL. Trees 1034' from DER, 763' left of centerline, 100' AGL/449' MSL. Trees 1924' from DER, 781' right of centerline, 100' AGL/459' MSL. Trees beginning 2239' from DER, 41' left of centerline, up to 100' AGL/459' MSL. **Rwy 33**, trees beginning 1272' from DER, 59' right of centerline, up to 41' AGL/370' MSL. Trees beginning 2610' from DER, 116' left of centerline, up to 74' AGL/413' MSL.

WASHINGTON, DC

RONALD REAGAN WASHINGTON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 22**, 400-2½ or std. with a min. climb of 210' per NM to 500. **Rwy 33**, 700-3 or std. with a min. climb of 260' per NM to 700. **Rwy 1**, 600-2 or std. with a min. climb of 370' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, left turn as soon as practicable, intercept DCA R-328. Climb to 5000 or as assigned. **Rwy 19**, climb heading 184° to 500 before turning right. **Rwy 33**, intercept DCA R-328. Climb to 5000 or as assigned.

NOTE: **Prohibited area**, P-56, 1.5 NM north of airport.

WASHINGTON DULLES INTL (IAD)

AMDT 1 08325 (FAA)

NOTE: **Rwy 1L**, tower 1918' from departure end of runway, 680' left of centerline, 56' AGL/330' MSL.

Rwy 1C, tree 2814' from departure end of runway, 1030' left of centerline, 86' AGL/345' MSL. **Rwy 1R**, post 12' from departure end of runway, 223' right of centerline, 8' AGL/294' MSL. **Rwy 12**, tree 520' from departure end of runway, 604' left of centerline, 28' AGL/307' MSL.

Rwy 30, trees beginning 161' from departure end of runway, 520' left of centerline, up to 57' AGL/396' MSL. Trees beginning 532' from departure end of runway, 600' right of centerline, up to 64' AGL/383' MSL.

WEST POINT, VA

MIDDLE PENINSULA RGNL (FYJ)
ORIG 08157 (FAA)

NOTE: **Rwy 10**, multiple trees beginning 86' from departure end of runway, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 28**, multiple trees beginning 33' from departure end of runway, left and right of centerline, up to 100' AGL/119' MSL. Ship mast 3427' from departure end of runway, left and right of centerline, 135' AGL/135' MSL.

WESTMINSTER, MD

CARROLL COUNTY RGNL/JACK B. POAGE
FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 400-1 or std. with a min. climb of 210' per NM to 1300. **Rwy 34**, 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 16**, 87' AGL trees 644' from departure end of runway. **Rwy 34**, 102' AGL trees 116' from departure end of runway, 220' right of centerline.

CLEARVIEW AIRPARK (2W2)

ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-2¼ or std. w/ min. climb of 290' per NM to 1200.

NOTE: **Rwy 14**, vehicles and aircraft on road/taxiway 14' from DER, 47' right to left of centerline, 15' AGL/ 834' MSL. Trees beginning 35' from DER, 200' left of centerline, up to 100' AGL/939' MSL. Trees beginning 21' from DER, 90' right of centerline, up to 100' AGL/ 919' MSL. **Rwy 32**, vehicle on road 191' from DER, 516' left of centerline, 15' AGL/774' MSL. Trees beginning 8' from DER, 24' left of centerline, up to 100' AGL/959' MSL. Trees beginning 60' from DER, 50' right of centerline, up to 100' AGL/859' MSL.

WILLIAMSBURG, VA

WILLIAMSBURG-JAMESTOWN

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

WILMINGTON, DE

NEW CASTLE

TAKE-OFF MINIMUMS: **Rwy 19**, 300-1 or std. w/ min. climb of 266' per NM to 300.

NOTE: **Rwy 1**, multiple trees beginning 751' from departure end of runway, 32' left of centerline, up to 59' AGL/120' MSL, tree 1219' from departure end of runway, 482' right of centerline, 57' AGL/118' MSL, bush 118' from departure end of runway, 385' left of centerline, 4' AGL/65' MSL. **Rwy 9**, multiple trees beginning 1229' from departure end of runway, 30' right of centerline up to 62' AGL/133' MSL, tree 975' from departure end of runway, 66' left of centerline, 53' AGL/124' MSL, light pole 948' from departure end of runway, 596' right of centerline, 44' AGL/115' MSL, tree 1740' from departure end of runway, 458' left of centerline, 83' AGL/134' MSL, light pole 945' from departure end of runway, 316' right of centerline, 38' AGL/109' MSL, rod on building 916' from departure end of runway, 457' left of centerline, 29' AGL/100' MSL. **Rwy 14**, obstacle light 553' from departure end of runway, 440' left of centerline, 29' AGL/103' MSL, rod on obstacle light 606' from departure end of runway, 615' left of centerline, 19' AGL/93' MSL. **Rwy 19**, antenna on obstruction light tower 4469' from departure end of runway, 1684' right of centerline, 153' AGL/228' MSL, tree 1575' from departure end of runway, 850' right of centerline, 45' AGL/120' MSL, obstruction light on sign 971' from departure end of runway, 448' left of centerline, 28' AGL/103' MSL. **Rwy 27**, tree 697' from departure end of runway, 533' left of centerline, 68' AGL/ 147' MSL. Tree 1110' from departure end of runway, 584' right of centerline, 38' AGL/117' MSL, pole 793' from departure end of runway, 615' right of centerline, 28' AGL/ 107' MSL, bush 408' from departure end of runway, 415' left of centerline, 12' AGL/91' MSL. **Rwy 32**, tree 711' from departure end of runway, 207' right of centerline, 29' AGL/ 104' MSL, tree 1162' from departure end of runway, 83' right of centerline, 32' AGL/107' MSL.

WINCHESTER, VA

WINCHESTER RGNL

TAKE-OFF MINIMUMS: **Rwy 32**, 800-2 or std. with a min. climb of 210' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 32**, climb runway heading to 1700 before turning on course.

WISE, VA

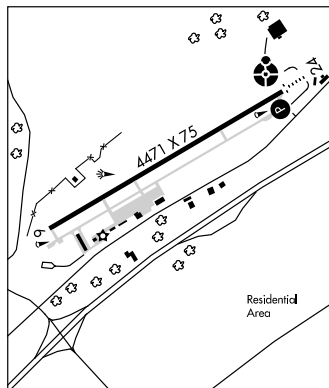
LONESOME PINE (LNP)

AMDT 3 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 6**, climb on heading 062° to 3600 before proceeding on course.

Rwy 24, climb on heading 247° to 4900 before proceeding on course.

NOTE: **Rwy 6**, trees beginning 775' from DER, left and right of centerline, up to 100' AGL/2801' MSL. Terrain beginning 86' from DER, left and right of centerline, up to 2728' MSL. **Rwy 24**, trees beginning 159' from DER, left and right of centerline, up to 100' AGL/2794' MSL. Obstruction light on LOC 308' from DER 22' left of centerline, 8' AGL/2678' MSL. Obstruction light on LOC 304' from DER 22' right of centerline, 8' AGL/2678' MSL. Obstruction light on LOC/DME 306' from DER, 189' right of centerline, 15' AGL/2685' MSL. Terrain 159' from DER, 363' left of centerline, 2676' MSL.

ABINGDON**VIRGINIA HIGHLANDS** (VJI) 2 W UTC-5(-4DT) N36°41.23' W82°02.00'2087 B **FUEL** 100LL, JET A TPA-3077 (990) NOTAM FILE VJI**RWY 06-24:** H4471X75 (ASPH) S-12.5 MIRL 0.6% up NE**RWY 06:** Brush.**RWY 24:** ODALS. REIL. PAPI(P2L). Tree.**AIRPORT REMARKS:** Attended Dec-Mar 1200-0000Z, Sat-Sun 1200-2200Z, Apr-Nov 1200-0200Z. For fuel after hrs call 276-628-6030/623-8686. Wildlife on and in/ovf arpt. Ultralights on and in vicinity of arpt. MIRL Rwy 06-24 preset low ints. ACTIVATE higher ints, PAPI Rwy 24, ODALS Rwy 24 and REIL Rwy 24-CTAF.**WEATHER DATA SOURCES:** AWOS-3 128.125 (276) 628-2940. Ceiling unreliable indef. Visibility unreliable indef.**COMMUNICATIONS:** CTAF/UNICOM 122.8**HOLSTON MOUNTAIN, TN RCO 122.1R 114.6T** (NASHVILLE RADIO)③ **TRI CITY APP/DEP CON 128.67** (1100-0500Z)③ **ATLANTA CENTER APP/DEP CON 127.85** (0500-1100Z)**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.**HOLSTON MOUNTAIN (L) VORTAC 114.6** HMV Chan 93 N36°26.22' W82°07.78' 021° 15.7 NM to fld. 4321/04W.**WHINE NDB (MHW/LOM) 236** VJ N36°44.02' W81°56.94' 241° 4.9 NM to fld. NOTAM FILE VJI. Unmonitored when arpt unattended. Unusable byd 15 NM.**ILS/DME 108.3** I-VJI Chan 20 Rwy 24. LOC only. LOM WHINE NDB. LOC/DME unmonitored when arpt unattended. LOC unusable byd 30° right of course.**ACCOMACK CO** (See MELFA)**ALLEN C. PERKINSON/BAAF** (See BLACKSTONE)**A P HILL AAF** (FORT A P HILL) (APH)(KAPH) A UTC-5(-4DT) N38°04.13' W77°19.10'

220 TPA-See Remarks NOTAM FILE DCA Not insp.

RWY 05-23: 2201X100 (TURF)**RWY 23:** Rgt t/c.**MILITARY SERVICE: FUEL** J8 Avbl 1300-2130Z with 24 hr PPR DSN 578-8224/8374, C804-633-8224/8374 Dial 8360 from fld phone if Petrol, Oils and Lubricants truck not at fld.**AIRPORT REMARKS:** Attended Mon-Fri 1300-2100Z, excluding holidays, other times on req. **RSTD** 24 hr PPR all acft. Use of airfld by fixed wing acft emerg only, Rwy 11-29 CLOSED to Arr/Dep traffic. **CAUTION** Range impact area R-6601 located 600 meters SE of rwy. **TFC PAT** TPA-900(680) **MISC** 40X40 conc pad SE of rwy at midfld. Flight plans open/clsd by phone Leesburg FSS, dial 9-1-800-468-6621. Phone avbl under shelter adjacent to twr. Attended/advisory service from range control Mon-Fri. **HILL RDO** CTAF 241.0 FM 38.5 A/G use.**COMMUNICATIONS:** CTAF 126.2③ **POTOMAC APP/DEP CON 134.7** 307.2**RANGE CONTROL 38.5****RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.**NDB (MHW) 396** APH N38°05.27', W77°19.50' 173° 1.1 NM to fld. Unmonitored 2130-1300Z.**APPOLLO SOUCEK FLD** (See OCEANA)**ARMEL** N38°56.08' W77°28.00' NOTAM FILE IAD.(L) **VORTAC 113.5** AML Chan 82 at Washington Dulles Intl. 297/08W.**VOR** portion unusable:

123°-135° byd 20NM blo 2500'

145°-155°

210°-250°

320°-050° byd 15 NM

DME unusable byd 35 NM blo 2500'.

RCO 122.1R 113.5T (LEESBURG RADIO)**WASHINGTON****COPTER**

H-10H, L-29E, 34E, 36I, A

AZALEA PARK N38°00.61' W78°31.09' NOTAM FILE CHO.**NDB (MHW) 336** AZS 030° 8.3 NM to Charlottesville-Albemarle.

NDB unmonitored when twr clsd.

WASHINGTON

L-26J, 36H

BALES N36°35.39' W79°55.04' NOTAM FILE MTV.**NDB (MHW/LOM) 396** UV 304° 5.5 NM to Blue Ridge. Unmonitored when arpt unattended.**CINCINNATI**

L-26J, 36F

LOC/DME I-VJI
108.3
 Chan **20**

APP CRS
241°

Rwy Idg
 TDZE
 Apt Elev

4471
2087
2087

LOC RWY 24

ABINGDON / VIRGINIA HIGHLANDS (VJI)

▼ Inoperative table does not apply. Visibility reduction by helicopters NA.
 ▲ When local altimeter setting not received, use Tri-Cities Rgnl TN/VA altimeter setting and increase all MDA 140 feet; increase S-24 and Circling Cat. A visibility ¼ mile. S-24 and Circling Cat. C and D visibility ½ mile. Increase BUNTE FIX minimums S-24 Cats. C and D and Circling Cat. A visibility ¼ mile, and Circling Cat. C and D visibility ½ mile.

ODALS



MISSED APPROACH:
 Climb to 2900 then climbing left turn to 4300 via heading 030° and I-VJI NE course to AKQON INT/I-VJI 6.6 DME and hold.

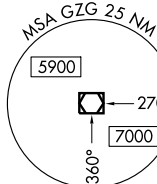
AWOS-3
128.125

TRI-CITY APP CON
128.67 349.0

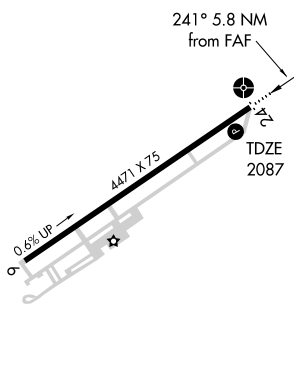
UNICOM
122.8(CTAF)

GLADE SPRING
 110.2 GZG
 Chan 39

LOCALIZER 108.3
 I-VJI
 Chan 20



ELEV 2087

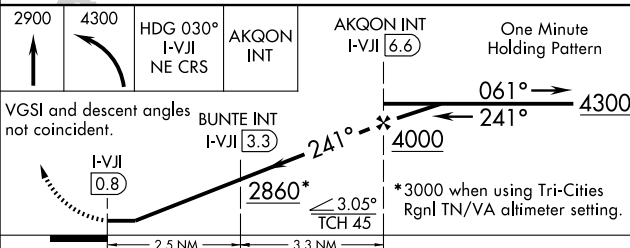


MIRL Rwy 6-24

REIL Rwy 24

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-24	2860-1 773 (800-1)	2860-1¼ 773 (800-1¼)	2860-2¼ 773 (800-2¼)	2860-2½ 773 (800-2½)
CIRCLING	2860-1 773 (800-1)	2860-1¼ 773 (800-1¼)	2860-2¼ 773 (800-2¼)	2860-2½ 773 (800-2½)

BUNTE FIX MINIMUMS

S-24	2520-1 433 (500-1)	2520-1¼ 433 (500-1¼)	2520-1½ 433 (500-1½)
CIRCLING	2860-1 773 (800-1)	2860-1¼ 773 (800-1¼)	2860-2½ 773 (800-2½)

WAAS CH 82411 W06A	APP CRS 061°	Rwy Idg TDZE Apt Elev	4471 2068 2087
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RNAV (GPS) RWY 6

ABINGDON / VIRGINIA HIGHLANDS (VJI)

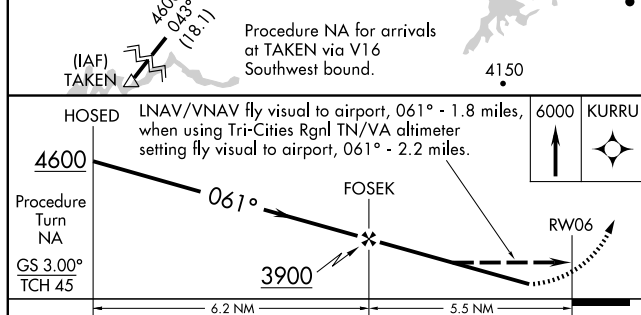
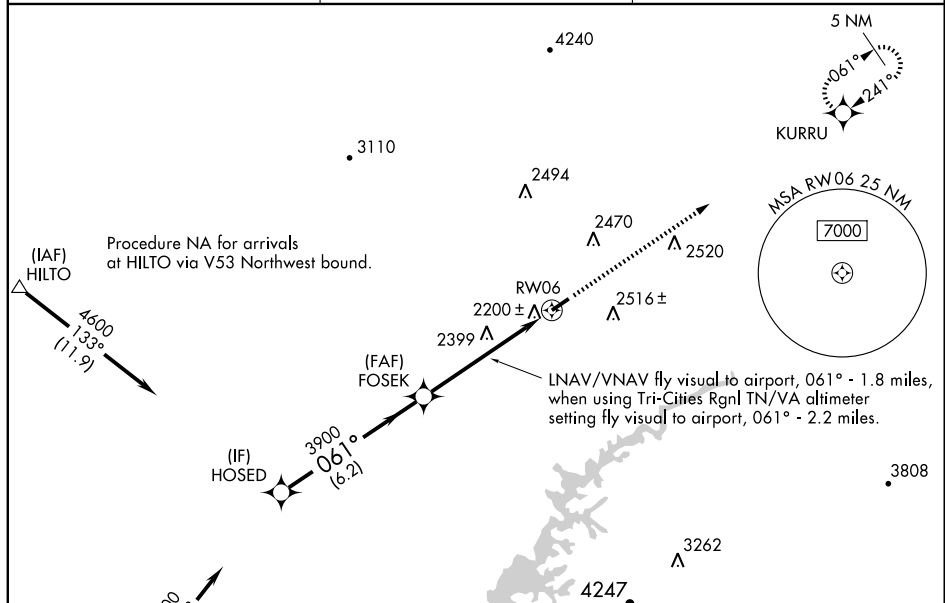
▼ Baro-VNAV NA when using Tri-Cities Rgnl TN/VA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 45°C (113°F).
▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tri-Cities Rgnl TN/VA altimeter setting and increase all DA 131 feet and all MDA 140 feet, and increase LPV all Cats, LNAV Cats C and D, and Circling Cats. C and D visibility ½ mile, increase LNAV/VNAV Cat. D and Circling Cat. A visibility ¼ mile.

MISSED APPROACH:
Climb to 6000 direct KURRU and hold, continue climb-in-hold to 6000.

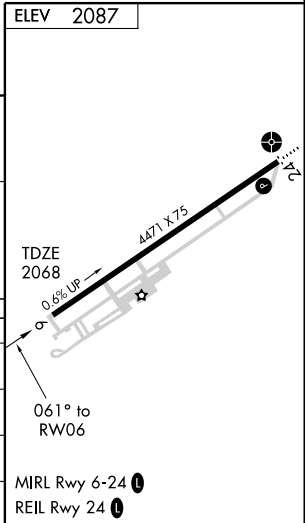
AWOS-3
128.125

TRI-CITY APP CON
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UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	2436-1¼		368 (400-1¼)	
LNAV/VNAV DA	2669-2		601 (600-2)	
LNAV MDA	2660-1	592 (600-1)	2660-1½ 592 (600-1½)	2660-1¾ 592 (600-1¾)
CIRCLING	2860-1 773 (800-1)	2860-1¼ 773 (800-1¼)	2860-2¼ 773 (800-2¼)	2860-2½ 773 (800-2½)



APP CRS **241°**
Rwy Idg **4471**
TDZE **2087**
Apt Elev **2087**

RNAV (GPS) RWY 24

ABINGDON / VIRGINIA HIGHLANDS (VJI)

▼ Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tri-Cities Rgnl TN/VA altimeter setting and increase all MDA 140 feet; increase LNAV Cat. B and Circling Cat. A visibility $\frac{1}{4}$ mile, increase LNAV and Circling Cat. C/D visibility $\frac{1}{2}$ mile.

ODALS

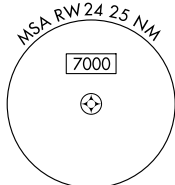


MISSED APPROACH: Climb to 5400 direct FOSEK and left turn via track 125° to TOBEY and via track 055° to ILAYU and hold.

AWOS-3
128.125

TRI-CITY APP CON
128.67 349.0

UNICOM
122.8 (CTAF) 0



3110.

4240.

4208.

2494
Λ2470
Λ

RW24

2399
Λ

Λ 2516 ±

Λ 2520

(FAF) AKQON

4000
241°
(6.1)5100
201°
(5)

(IAF) KURRU

5100
(5.3)

5 NM

235°

055°

Procedure NA for arrivals at MIFJU via V466 Northeast bound.

STOVE

6600
267°
(15.1)

3805.

3808

4982

ELEV 2087

241° to RW06

TDZE 2087

HOLSTON MOUNTAIN

Λ 3262

4247

Procedure NA for arrivals on HMV VORTAC airway radials 010 CW 108.

5400 FOSEK



TOBEY



TRK 125°

ILAYU



KURRU



VGSI and descent angle not coincident.

RW24



5.8 NM

CATEGORY

LNVA MDA

CIRCLING

4000



≤ 3.05°

TCH 45

5.8 NM

6.1 NM

D

2820-2 733 (800-2 1/4)

2860-1 773 (800-1)

2860-1 1/4 773 (800-1 1/4)

2860-2 1/4 773 (800-2 1/4)

2860-2 1/2 773 (800-2 1/2)

MIRL Rwy 6-24 0

REIL Rwy 24 0

VORTAC HMV 114.6 Chgn 93	APP CRS 021°	Rwy Idg TDZE Apt Elev	N/A N/A 2087
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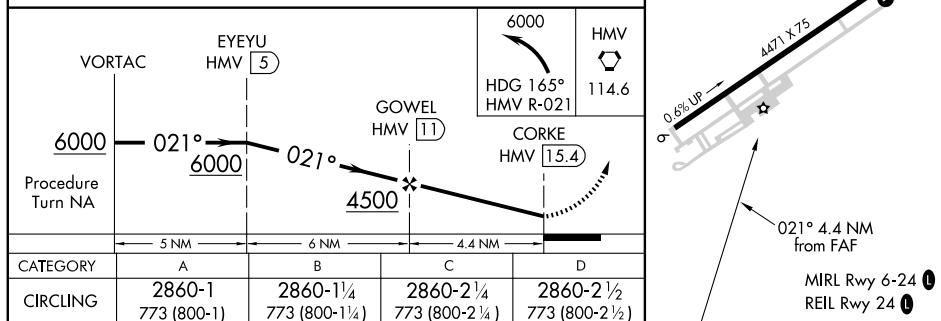
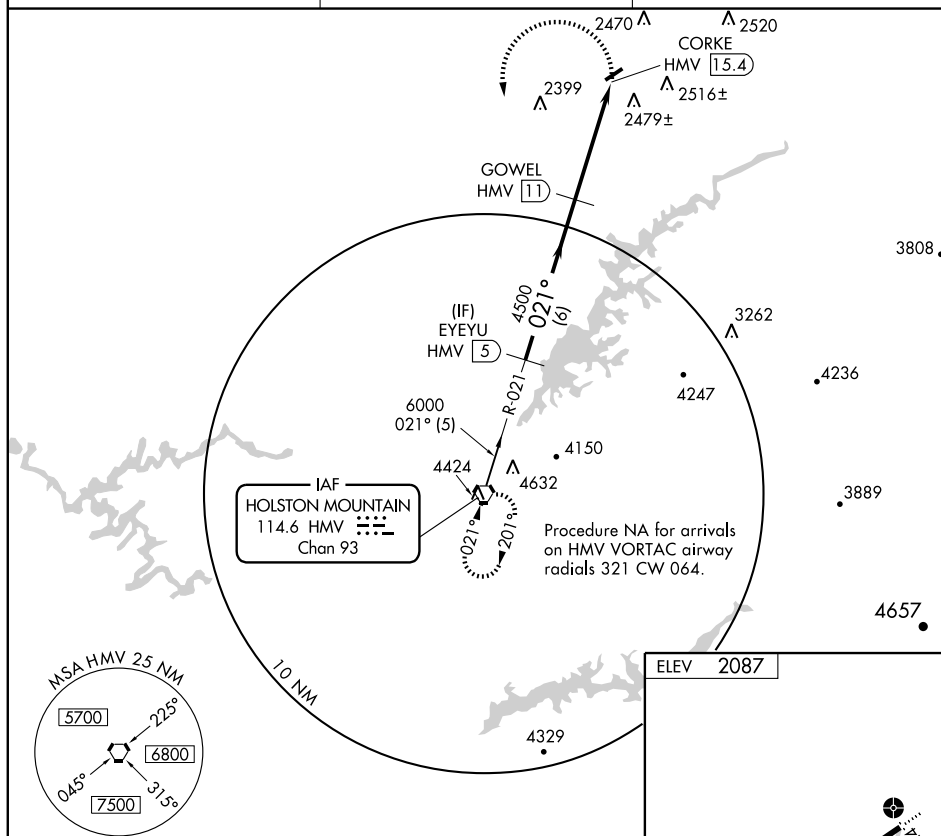
ABINGDON / VIRGINIA HIGHLANDS (VJI)

T When local altimeter setting not received; use Tri-Cities Rgnl TN/VA
A altimeter setting and increase all MDA 140 feet; increase Cat. A
 visibility $\frac{1}{4}$ mile, Cats. C and D visibility $\frac{1}{2}$ mile.

MISSED APPROACH: Climbing left turn to 6000 via heading 165° and HMV R-021 to HMV VORTAC and hold.

AWOS-3
128.125

TRI-CITY APP CON
128,67 349,0

UNICOM
122.8 (CTAF) **L**

ABINGDON, VIRGINIA

Amdt 6 09239

ABINGDON / VIRGINIA HIGHLANDS (VJI)

36°41'N - 82°02'W

VOR/DME-B

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010

BLACKSBURG**VIRGINIA TECH/MONTGOMERY EXECUTIVE** (BCB) 3 S UTC-5(-4DT) N37°12.46' W80°24.47' **CINCINNATI**

2132 B S4 FUEL 100LL, JET A TPA-See Remarks NOTAM FILE BCB

L-261

RWY 12-30: H4539X100 (ASPH) MIRL 0.4% up SE

IAP

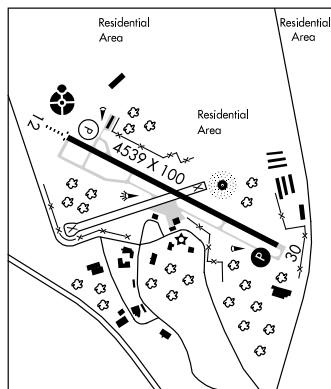
RWY 12: ODALS. PAPI(P4L)—GA 3.0° TCH 40'. Road.

RWY 30: REIL. PAPI(P2L)—GA 3.75°. Brush.

AIRPORT REMARKS: Attended Apr-Oct 1300-2300Z, Nov-Mar 1300-0000Z. PPR for fuel when arpt unattended; phone 540-231-4444. Occasional wildlife on arpt. Noise sensitive area north of arpt. VFR departures maintain rwy heading until reaching 1000 ft AGL. NSTD twy in-line with rwy. White arrow should be yellow. Thld is end of rwy. NSTD marking prior to thld Rwy 30. Marking should be for twy inline with rwy. MIRL Rwy 12-30 preset low ints, ACTIVATE higher ints, ODALS Rwy 12, PAPI Rwy 30 and REIL Rwy 30—CTAF. TPA 3132(1000) for non turbine powered acft, 3632(1500) turbine powered acft.

WEATHER DATA SOURCES: AWOS-3 133.325 (540) 231-4837.**COMMUNICATIONS:** CTAF/UNICOM 123.05**ROANOKE APP/DEP CON** 126.9 **ROANOKE CLNC DEL** 124.85**RADIO AIDS TO NAVIGATION:** NOTAM FILE PSK.**PULASKI (H) VORTAC** 116.8 PSK Chan 115 N37°05.26'W80°42.77' 070° 16.3 NM to fld. 2120/06W. **HIWAS.****TECH NDB (MHW)** 368 **TEC** N37°12.52' W80°24.21' at fld.

NOTAM FILE BCB.

ILS/DME 109.1 I-BCB Chan 28 Rwy 12. (LOC only). LOC/DME unmonitored when arpt unattended.**BLACKSTONE** N37°07.65' W78°02.67' NOTAM FILE DCA**WASHINGTON****NDB (MHW)** 326 **BKT** 135° 5.5 NM to Allen C Perkinson/BAAF.

L-36H

BLACKSTONE**ALLEN C. PERKINSON BLACKSTONE AAF** (FORT PICKETT) (BKT) 2 E UTC-5(-4DT)**WASHINGTON**

N37°04.46' W77°57.44'

L-36H

439 B FUEL 100LL, JET A NOTAM FILE DCA

IAP, DIAP, AD

RWY 04-22: H4632X150 (CONC) PCN 64 R/C/W/T MIRL

0.8% up NE

RWY 04: Tree. RWY 22: Thld dsplcd 700'. Tree.

RWY 01-19: H4032X75 (ASPH-CON) PCN 1 R/D/W/T

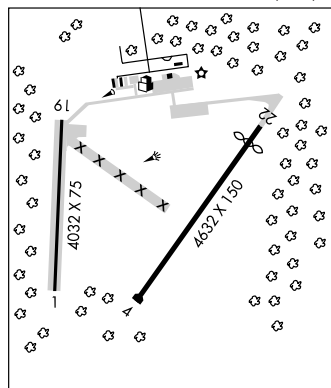
RWY 01: Tree. RWY 19: Tree. Rgt tfc.

MILITARY SERVICE: FUEL A+, J8 (Mil) (NC-100LL, A) (Town of Blackstone, Opr Mon-Fri 1300-2200Z, C434-292-7251, other times C434-645-4824 or C434-292-7558.)

AIRPORT REMARKS: Attended Mon-Fri 1700-0130Z. Clsd federal holidays. Parachute Jumping. Ldg Rwy 01 and tkf Rwy 19 not authorized. Rwy 01-19 pavement cracked, spalling, and has foreign object damage entire length. Used by state police for vehicle defensive driving at various times requiring temporary closure of rwy. Avoid flight over ammunition supply point. Jet and military training within 20 NM radius. Extensive C130 tfc and frequent parachute drops. C-130 and C-17 PPR for ldg Rwy 04-22 call 434-292-2193. When twr clsd ACTIVATE MIRL Rwy 04-22—CTAF. Rwy 22 has 700 ft relocated thld.

MILITARY REMARKS: Military acft ctc RANGE OPS. **RSTD** 24 hr PPR DSN

438-2193 for ldg at post helipads. Military opr call C434-292-2193/2116. Rwy 04-22 PPR and rwy condition call C434-292-2193. **MISC** Crash/Rescue svc DSN 438-2193/2217.

COMMUNICATIONS: CTAF/UNICOM 122.95Ⓡ **WASHINGTON CENTER APP/DEP CON** 118.75 377.1**BLACKSTONE TOWER** 38.3 126.2 241.0 Opr Mon-Fri 1200-2030Z except federal holidays. Other times by NOTAM.**RANGE OPS** 38.3 41.05**AIRSPACE:** CLASS D svc Mon-Fri 1200-2030Z except holidays. Other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.**LAWRENCEVILLE (L) VORTAC** 112.9 LVL Chan 76 N36°49.08' W77°54.18' 358° 15.6 NM to fld. 350/08W.**BLACKSTONE NDB (MHW)** 326 **BKT** N37°07.65' W78°02.67' 126° 5.5 NM to fld.**BLUE RIDGE**

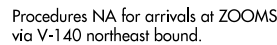
(See MARTINSVILLE)

LOC/DME RWY 12
BLACKSBURG/VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

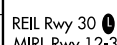
ONTGOMERY EXECUTIVE (BCB)

MISSED APPROACH: Climb to 2700 then climbing right turn to 6000 direct PSK VORTAC and hold.

UNICOM
123.05 (CTAF)



NE-3, 23 SEP 2010 to 21 OCT 2010



LOC/DME RWY 12



NA

When local altimeter setting not received, use Dublin
altimeter setting and increase all MDA 40 feet.

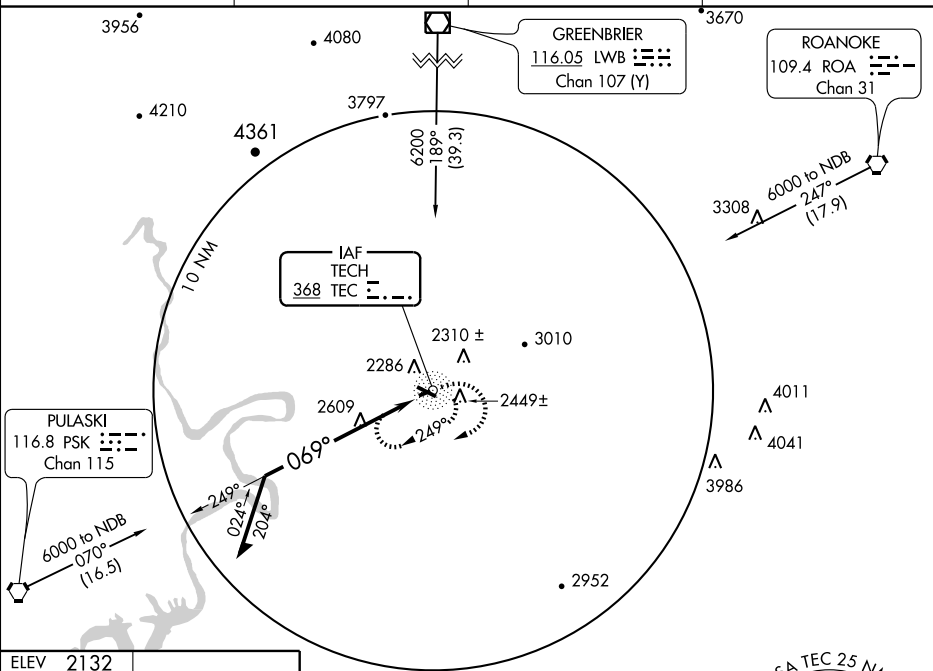
MISSED APPROACH: Climbing right turn to 6000
in TEC NDB holding pattern.

AWOS-3
133.325

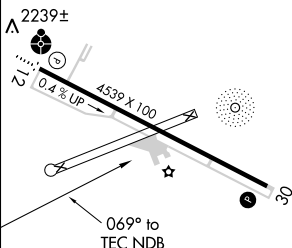
ROANOKE APP CON
126.9 339.8

ROANOKE CLNC DEL
124.85

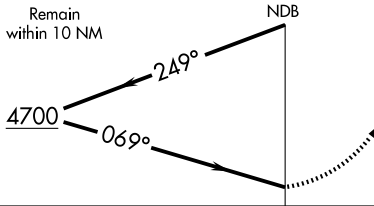
UNICOM
123.05 (CTAF) **0**



ELEV 2132



Remain
within 10 NM



6000

TEC

368

REIL Rwy 30 **0**
MIRL Rwy 12-30 **0**

CATEGORY	A	B	C	D
CIRCUING	3200-1¼ 1068 (1100-1¼)	3200-1½ 1068 (1100-1½)	3200-3 1068 (1100-3)	NA

WAAS CH 86712 W12A	APP CRS 123°	Rwy Idg 4539 TDZE 2113 Apt Elev 2132
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RNAV (GPS) RWY 12

BLACKSBURG/VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

RNAV (GPS) RWY 12

V Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). **A** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dublin altimeter setting and increase all DA/MDA 40 feet. Increase LNAV and Circling Cat C visibility ¼ mile.

ODALS



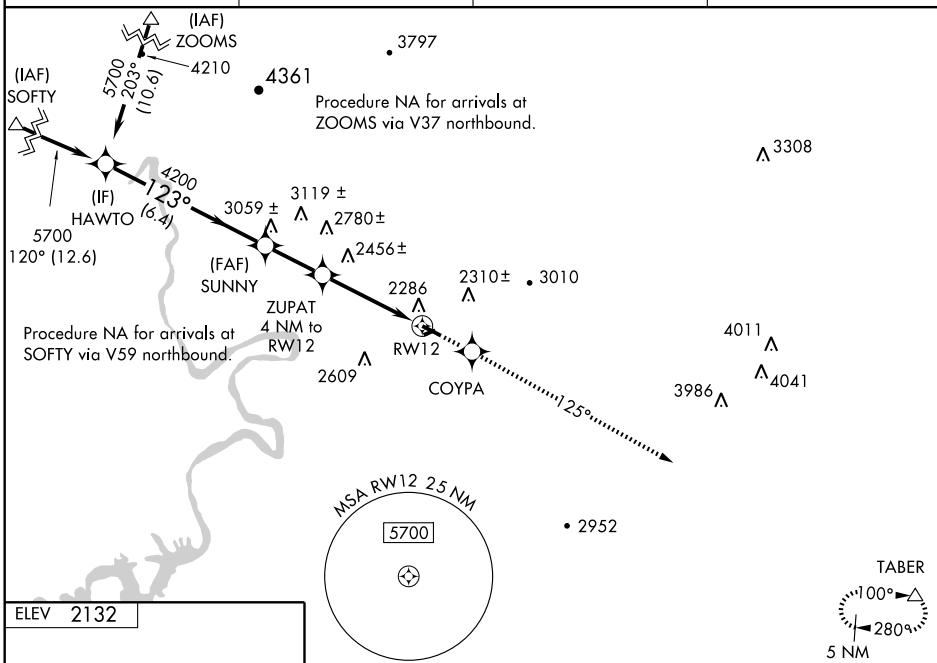
MISSED APPROACH: Climb to 5500 direct COYPA and via 125° track to TABER and hold.

AWOS-3
133,325

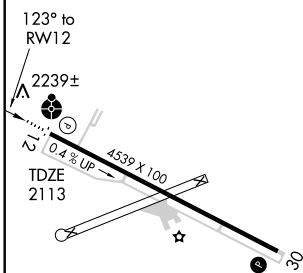
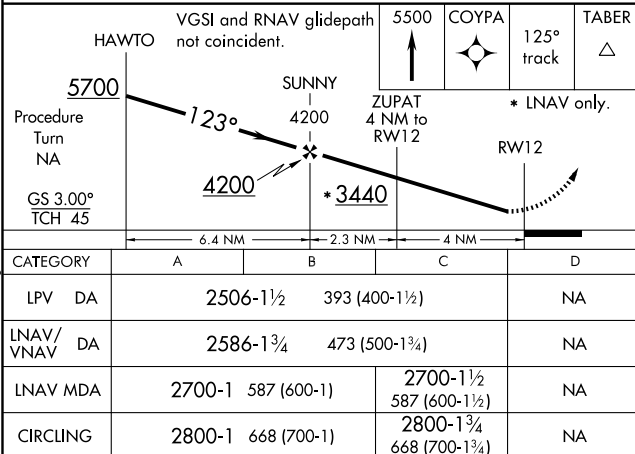
ROANOKE APP CON
126.9 339.8

ROANOKE CLNC DEL

124.85

UNICOM
123.05 (CTAF) **L**

ELEV 2132

REIL Rwy 30 **L**MIRL Rwy 12-30 **L**

BLACKSBURG, VIRGINIA

Amdt 1 09127

BLACKSBURG/ VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

37°12'N - 80°24'W

RNAV (GPS) RWY 12

NE-3. 23 SEP 2010 to 21 OCT 2010

APP CRS **303°**
 Rwy Idg **4539**
 TDZE **2132**
 Apt Elev **2132**

RNAV (GPS) RWY 30

BLACKSBURG/VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)



DME/DME RNP-0.3 NA.

When local altimeter setting not received, use Dublin altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile.
 VDP NA when using Dublin altimeter setting.

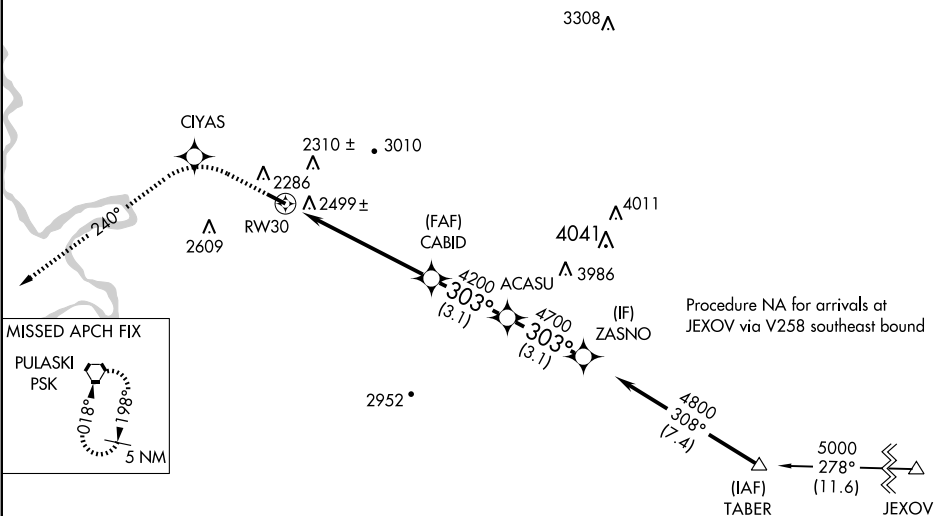
MISSED APPROACH: Climb to 5500 direct CIYAS and via 240° track to PSK VORTAC and hold.

AWOS-3
133.325

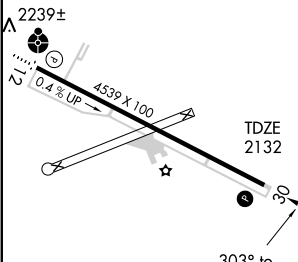
ROANOKE APP CON
126.9 339.8

ROANOKE CLNC DEL
124.85

UNICOM
123.05 (CTAF) 0



ELEV **2132**



REIL Rwy 30 0
 MIRL Rwy 12-30 0

5500	CIYAS	240° track	PSK	VGSI and descent angles not coincident.	ZASNO
				ACASU	4800
				CABID	4700
				4200	303°
				3.25°	Procedure Turn NA
				TCH 45	
				1.5 NM	
				4.4 NM	
				3.1 NM	
				3.1 NM	
CATEGORY	A	B	C	D	
LNAV MDA	2760-1	628 (700-1)	2760-1¾ 628 (700-1¾)	NA	
CIRCLING	2800-1	668 (700-1)	2800-1¾ 668 (700-1¾)	NA	

SETHY TWO DEPARTURE (RNAV)

BLACKSBURG, VIRGINIA

AWOS-3 133.325

CTAF 123.05

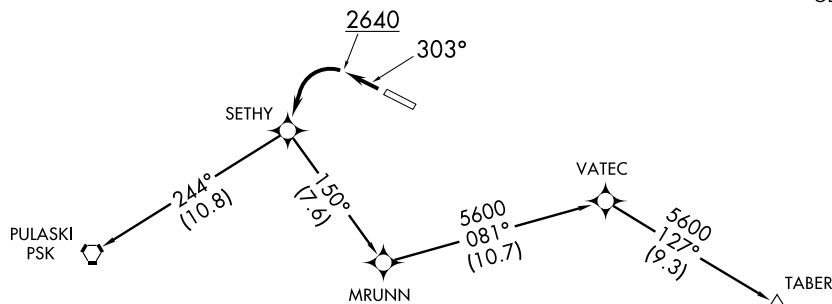
ROANOKE DEP CON

126.9 339.8

ROANOKE CLNC DEL

124.85

NOTE: Aircraft on TABER transition,
do not exceed 220 KIAS until
passing SETHY.

ROANOKE
ROAWOODRUM
ODR

NOTE: GPS Required.

NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: When in RADAR contact expect vectors to filed/assigned route.

TAKE-OFF OBSTACLES

Rwy 30:

Trees beginning 90' from DER, 461' left of centerline, up to 46' AGL/2140' MSL.

Fence and OL pole beginning 546' from DER, 161' left of centerline, up to 12' AGL/2139' MSL.

Vehicle on road beginning 567' from DER, 310' left of centerline, up to 24' AGL/2137' MSL.

Trees beginning 2080' from DER, 788' left of centerline, up to 100' AGL/2201' MSL.

Fence 861' from DER, 52' right of centerline, up to 12' AGL/2135' MSL.

Trees beginning 539' from DER, 326' right of centerline, up to 40' AGL/2153' MSL.

Trees beginning 1328' from DER, 117' right of centerline, up to 100' AGL/2182' MSL.

Terrain beginning 330' from DER, 366' right of centerline, up to 2138' MSL.

Pole and antenna beginning 1149' from DER, 391' right of centerline, up to 40' AGL/2151' MSL.

TAKE-OFF MINIMUMS

Rwy 12: NA-ATC.

Rwy 30: Standard with minimum climb of 300' per NM to 2640.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 30: Climb heading 303° to 2640, then left turn direct SETHY,
Thence

. . . . Maintain 6000, expect clearance to filed altitude/flight level 10 minutes
after departure.

PULASKI TRANSITION (SETHY2.PSK)TABER TRANSITION (SETHY2.TABER)

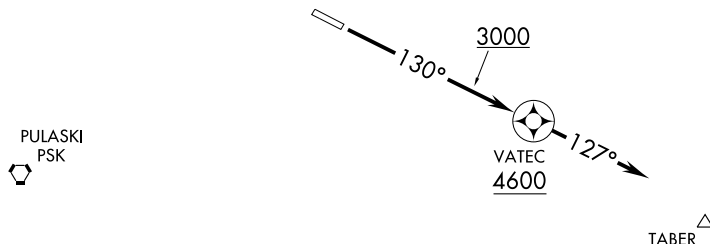
VATEC ONE DEPARTURE (RNAV)

BLACKSBURG, VIRGINIA

AWOS-3 133.325
 CTAF 123.05
 ROANOKE DEP CON
 126.9 339.8
 ROANOKE CLNC DEL
 124.85

ROANOKE
ROA

WOODRUM
ODR



NOTE: GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: When in RADAR contact expect vectors to filed/assigned route.

TAKE-OFF OBSTACLES

Rwy 12: Bushes and trees beginning 275' from DER, 154' left of centerline, up to 100' AGL/2239' MSL. Trees beginning 5108' from DER, 1363' left of centerline, up to 100' AGL/2499' MSL. Trees beginning 3165' from DER, 1324' right of centerline, up to 100' AGL/2279' MSL.

TAKE-OFF MINIMUMS

Rwy 30: NA-ATC.

Rwy 12: 400-1¼ with minimum climb of 250' per NM to 4600
 or standard with minimum climb of 563' per NM to 3000.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

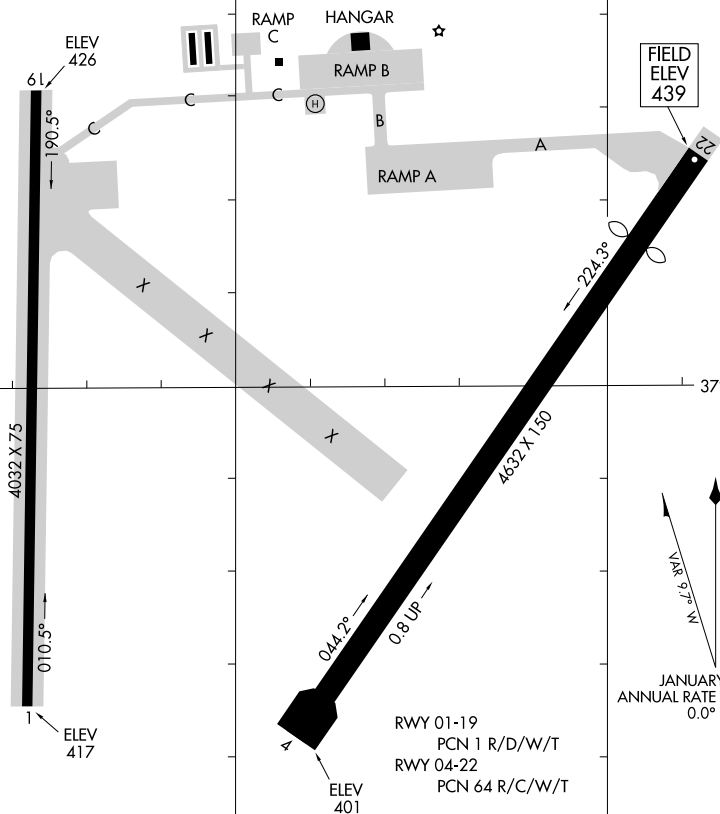
TAKE-OFF RUNWAY 12: Climb heading 130° to 3000, then direct VATEC, then fly heading 127° for radar vectors, Thence

. . . . Maintain 6000, expect clearance to filed altitude/flight level 10 minutes after departure.

AIRPORT DIAGRAM

BLACKSTONE/ALLEN C. PERKINSON/BAAF (BKT)
AL-52 (FAA)

BLACKSTONE, VIRGINIA

BLACKSTONE TOWER ★
126.2 241.0

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

BLACKSTONE, VIRGINIA
BLACKSTONE/ALLEN C. PERKINSON/BAAF (BKT)

BLACKSBURG**VIRGINIA TECH/MONTGOMERY EXECUTIVE** (BCB) 3 S UTC-5(-4DT) N37°12.46' W80°24.47' **CINCINNATI**

2132 B S4 FUEL 100LL, JET A TPA-See Remarks NOTAM FILE BCB

L-261

RWY 12-30: H4539X100 (ASPH) MIRL 0.4% up SE

IAP

RWY 12: ODALS. PAPI(P4L)—GA 3.0° TCH 40'. Road.

RWY 30: REIL. PAPI(P2L)—GA 3.75°. Brush.

AIRPORT REMARKS: Attended Apr-Oct 1300-2300Z, Nov-Mar 1300-0000Z. PPR for fuel when arpt unattended; phone 540-231-4444. Occasional wildlife on arpt. Noise sensitive area north of arpt. VFR departures maintain rwy heading until reaching 1000 ft AGL. NSTD twy in-line with rwy. White arrow should be yellow. Thld is end of rwy. NSTD marking prior to thld Rwy 30. Marking should be for twy inline with rwy. MIRL Rwy 12-30 preset low ints, ACTIVATE higher ints, ODALS Rwy 12, PAPI Rwy 30 and REIL Rwy 30—CTAF. TPA 3132(1000) for non turbine powered acft, 3632(1500) turbine powered acft.

WEATHER DATA SOURCES: AWOS-3 133.325 (540) 231-4837.**COMMUNICATIONS:** CTAF/UNICOM 123.05

ROANOKE APP/DEP CON 126.9 ROANOKE CLNC DEL 124.85

RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.

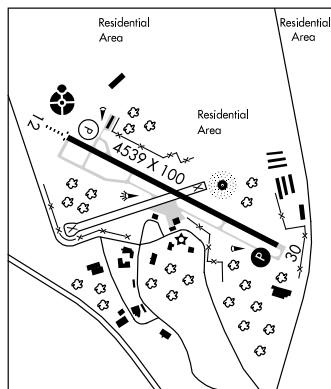
PULASKI (H) VORTAC 116.8 PSK Chan 115 N37°05.26'

W80°42.77' 070° 16.3 NM to fld. 2120/06W. HIWAS.

TECH NDB (MHW) 368 TEC N37°12.52' W80°24.21' at fld.

NOTAM FILE BCB.

ILS/DME 109.1 I-BCB Chan 28 Rwy 12. (LOC only). LOC/DME unmonitored when arpt unattended.

**BLACKSTONE** N37°07.65' W78°02.67' NOTAM FILE DCA**WASHINGTON**

NDB (MHW) 326 BKT 135° 5.5 NM to Allen C Perkinson/BAAF.

L-36H

BLACKSTONE**ALLEN C. PERKINSON BLACKSTONE AAF** (FORT PICKETT) (BKT) 2 E UTC-5(-4DT)**WASHINGTON**

N37°04.46' W77°57.44'

L-36H

439 B FUEL 100LL, JET A NOTAM FILE DCA

IAP, DIAP, AD

RWY 04-22: H4632X150 (CONC) PCN 64 R/C/W/T MIRL

0.8% up NE

RWY 04: Tree. RWY 22: Thld dsplcd 700'. Tree.

RWY 01-19: H4032X75 (ASPH-CON) PCN 1 R/D/W/T

RWY 01: Tree. RWY 19: Tree. Rgt tfc.

MILITARY SERVICE: FUEL A+, J8 (Mil) (NC-100LL, A) (Town of Blackstone, Opr Mon-Fri 1300-2200Z, C434-292-7251, other times C434-645-4824 or C434-292-7558.)

AIRPORT REMARKS: Attended Mon-Fri 1700-0130Z. Clsd federal holidays. Parachute Jumping. Ldg Rwy 01 and tkf Rwy 19 not authorized. Rwy 01-19 pavement cracked, spalling, and has foreign object damage entire length. Used by state police for vehicle defensive driving at various times requiring temporary closure of rwy. Avoid flight over ammunition supply point. Jet and military training within 20 NM radius. Extensive C130 tfc and frequent parachute drops. C-130 and C-17 PPR for ldg Rwy 04-22 call 434-292-2193. When twr clsd ACTIVATE MIRL Rwy 04-22—CTAF. Rwy 22 has 700 ft relocated thld.

MILITARY REMARKS: Military acft ctc RANGE OPS. RSTD 24 hr PPR DSN

438-2193 for ldg at post helipads. Military opr call C434-292-2193/2116. Rwy 04-22 PPR and rwy condition call C434-292-2193. MISC Crash/Rescue svc DSN 438-2193/2217.

COMMUNICATIONS: CTAF/UNICOM 122.95

⑧ WASHINGTON CENTER APP/DEP CON 118.75 377.1

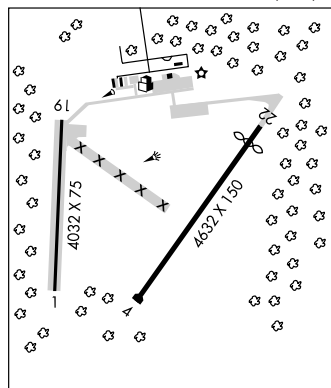
BLACKSTONE TOWER 38.3 126.2 241.0 Opr Mon-Fri 1200-2030Z except federal holidays. Other times by NOTAM.

RANGE OPS 38.3 41.05

AIRSPACE: CLASS D svc Mon-Fri 1200-2030Z except holidays. Other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

LAWRENCEVILLE (L) VORTAC 112.9 LVL Chan 76 N36°49.08' W77°54.18' 358° 15.6 NM to fld. 350/08W.

BLACKSTONE NDB (MHW) 326 BKT N37°07.65' W78°02.67' 126° 5.5 NM to fld.

**BLUE RIDGE** (See MARTINSVILLE)

NDB BKT 326	APCH CRS 135°	Rwy Idg TDZE Arprt Elev	NA NA 439	AL-52 [USA]	BLACKSTONE/ ALLEN C. PERKINSON BAAF	(BKT)
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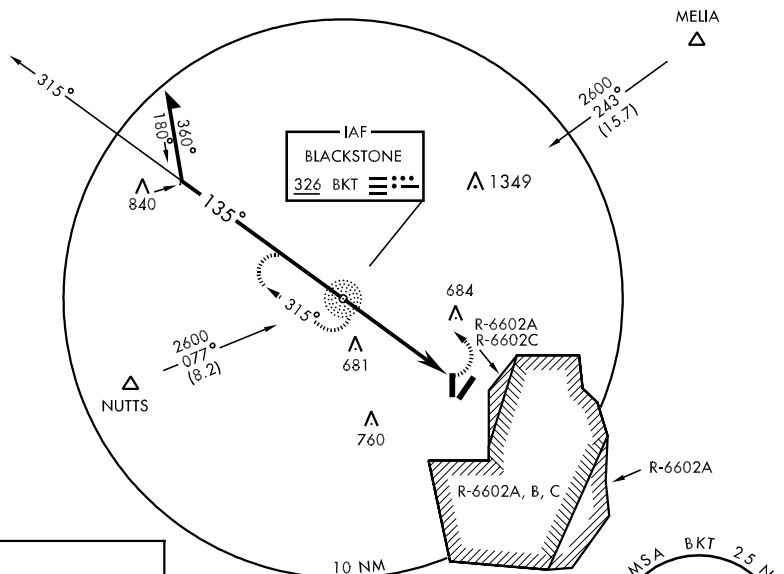


* Circling not authorized East of Rwy 4-22.

Use Mecklenburg-Brunswick Regional altimeter setting.

MISSED APPROACH: Climbing left turn to 2600
direct BKT NDB and hold.WASHINGTON CENTER
118.75 377.1BLACKSTONE TOWER
126.2 241.0UNICOM
122.95 (CTAF) 0A
725

NOT FOR CIVIL USE



ELEV 439

135° 4.8 NM
from FAF

A 510

496 ±

61

483

A 470

A 447

MIRL Rwy 1-19
MIRL Rwy 4-22Remain
within 10 NM

NDB

2600

135°

2600

135°

2600

BKT

4.8 NM

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING *	1040-1 601	(700-1)	1040-134 601 (700-134)	1040-2 601 (700-2)

NDB BKT
326

APP CRS
135°

Rwy Idg	N/A
TDZE	N/A
Apt Elev	439

BLACKSTONE/ALLEN C. PERKINSON BLACKSTONE AAF (BKT)

NDB or GPS-A



Use Mecklenburg-Brunswick Rgnl altimeter setting.

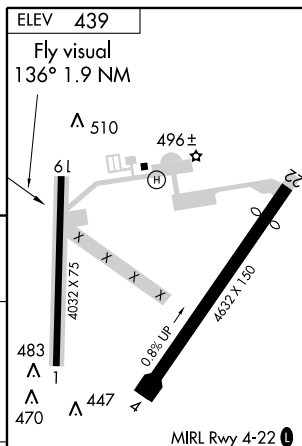
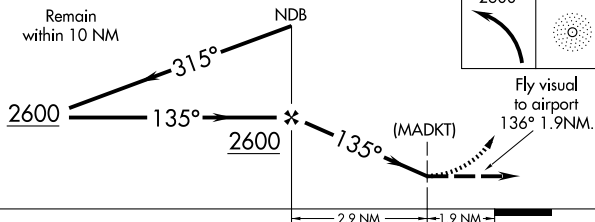
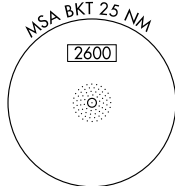
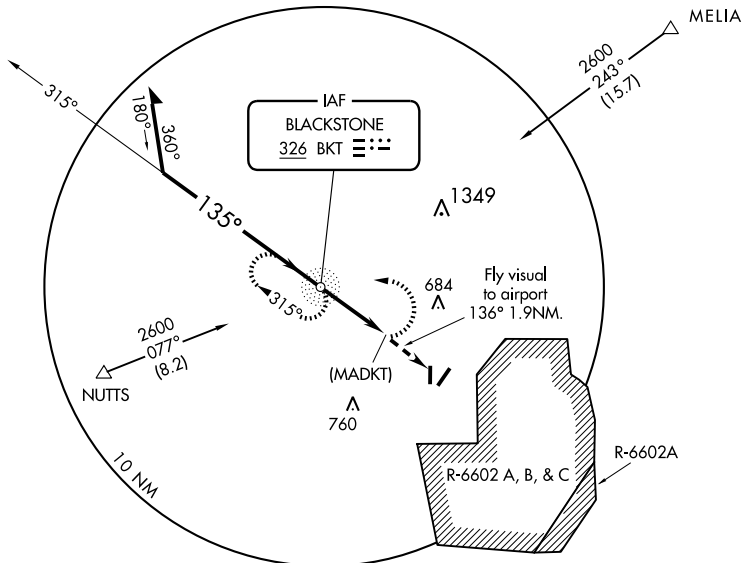


Circling not authorized east of Rwy 4-22.
Fly visual to airport, 136° 1.9 NM.

MISSED APPROACH: Climbing left turn to 2600 direct BKT NDB and hold.

WASHINGTON CENTER
118.75 377.1

BLACKSTONE TOWER ★
126.2 241.0

UNICOM
122.95 (CTAF) **L**

CATEGORY	A	B	C	D
CIRCLING	1100-2¼ 661 (700-2¼)			NA

FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

BLACKSTONE, VIRGINIA
Amdt 11 10210

BLACKSTONE/ALLEN C. PERKINSON BLACKSTONE AAF (BKT)
37°04'N - 77°57'W NDB or GPS-A

NDB or GPS-A

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010

APP CRS **058°**
Rwy ldg **4632**
TDZE **429**
Apt Elev **439**

AL-52 (FAA)

RNAV (GPS) RWY 4

BLACKSTONE/ALLEN C. PERKINSON BLACKSTONE AAF (BKT)



NA

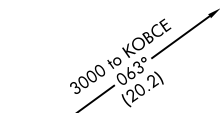
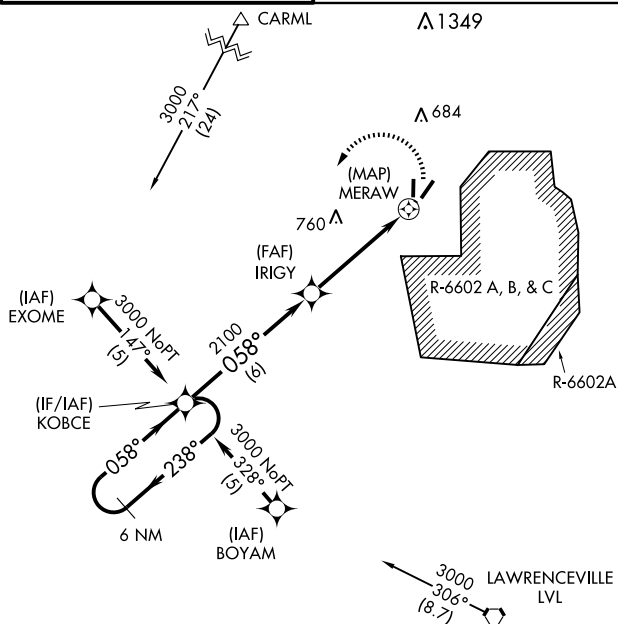
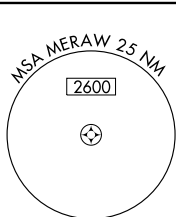
Use Mecklenburg-Brunswick Rgnl altimeter setting.
Circling NA East of Rwy 4-22. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000
direct KOBCE and hold.

WASHINGTON CENTER
118.75 377.1

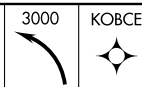
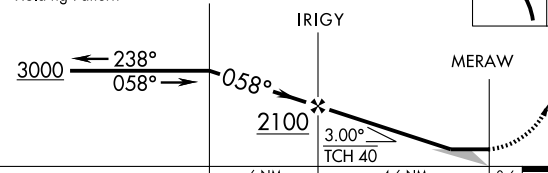
BLACKSTONE TOWER ★
126.2 241.0

UNICOM
122.95 (CTAF) 0

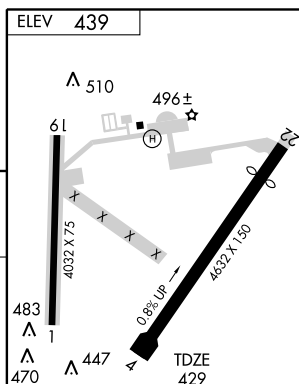


HARVY

6 NM
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	940-1 511 (600-1)		940-1½ 511 (600-1½)	NA
CIRCLING	940-1 501 (600-1)		940-1½ 501 (600-1½)	NA



MIRL Rwy 4-22 0

BOJAR N37°15.75' W 79°14.60' NOTAM FILE LYH.
NDB (MHW/LOM) 385 LY 036° 4.4 NM to Lynchburg Rgnl—Preston Glenn Fld.
 NDB unmonitored when tower clsd.

CINCINNATI
 L-26J, 36G

BRIDGEWATER AIR PARK (VBW) 1 NW UTC-5(-4DT) N38°22.00' W78°57.62'

WASHINGTON
 L-26J
 IAP

1165 B **FUEL** 100LL, JET A NOTAM FILE DCA
RWY 15-33: H2745X60 (ASPH) S-22 MIRL 0.3% up SE
RWY 15: Tree. **RWY 33:** Thld dspcd 368'. Pole.
AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z, Sat
 1400-2100Z, and Sun 1700-2100Z. **ACTIVATE MIRL** Rwy
 15-33—CTAF.

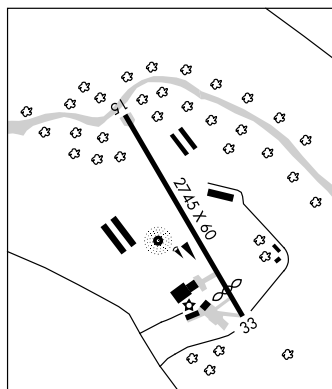
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **POTOMAC APP/DEP CON** 132.85

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

MONTEBELLO (L) VOR/DME 115.3 MOL Chan 100 N37°54.03'
 W79°06.41' 019° 28.8 NM to fld. 3460/05W.

NDB (MHW) 241 VBW N38°21.94' W78°57.67' at fld.
 Unmonitored when arpt unattended. Unusable 225°-235° byd
 21 NM.



BROOKE N38°20.18' W77°21.18' NOTAM FILE DCA.

WASHINGTON
 H-10H, L-29E, 34E, 36I, A

(L) **VORTAC** 114.5 BRV Chan 92 237°6.2 NM to Shannon. 145/09W.

VOR portion unusable:

077°-083°

084° byd 16 NM

084° blo 9000'

085°-089° byd 16 NM

090°-140° byd 10 NM blo 3000'

DME portion unusable byd 35 NM blo 3500'

VORTAC unusable:

141°-308° byd 10 NM blo 3000'

RCO 122.1R 114.5T (LEESBURG RADIO)

341°-006° byd 10 NM blo 5500'

341°-006° byd 30 NM blo 8500'

341°-006° byd 36 NM

341°-006° blo 2500'

141°-308° byd 24 NM blo 6000'

BROOKNEAL/CAMPBELL CO (ØV4) 06 NW UTC-5(-4DT) N37°08.50' W79°00.98'

CINCINNATI
 L-26J, 36G
 IAP

596 B NOTAM FILE DCA

RWY 06-24: H3798X60 (ASPH) S-12.5 MIRL

RWY 06: Tree. **RWY 24:** Tree.

AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt.

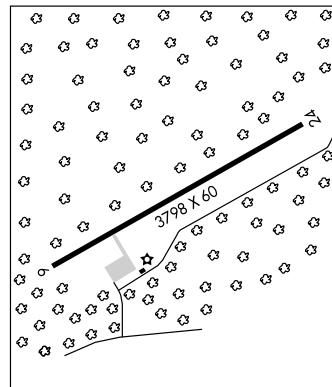
MIRL Rwy 06-24 preset low, **ACTIVATE** higher ints—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **ROANOKE APP/DEP CON** 125.47 (East of LYH VORTAC) 135.0 (West of
 LYH VORTAC)

RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.

LYNCHBURG (L) VORTAC 109.2 LYH Chan 29 N37°15.28'
 W79°14.19' 128° 12.5 NM to fld. 880/05W. **HIWAS.**



BUCK'S ELBOW MOUNTAIN N38°06.25' W78°44.62'

WASHINGTON
 L-26J, 36G

RCO 122.65 122.2 (LEESBURG RADIO)

APP CRS **167°**
 Rwy Idg **2745**
 TDZE **1165**
 Apt Elev **1165**

RNAV (GPS) RWY 15

BRIDGEWATER AIR PARK (VBW)

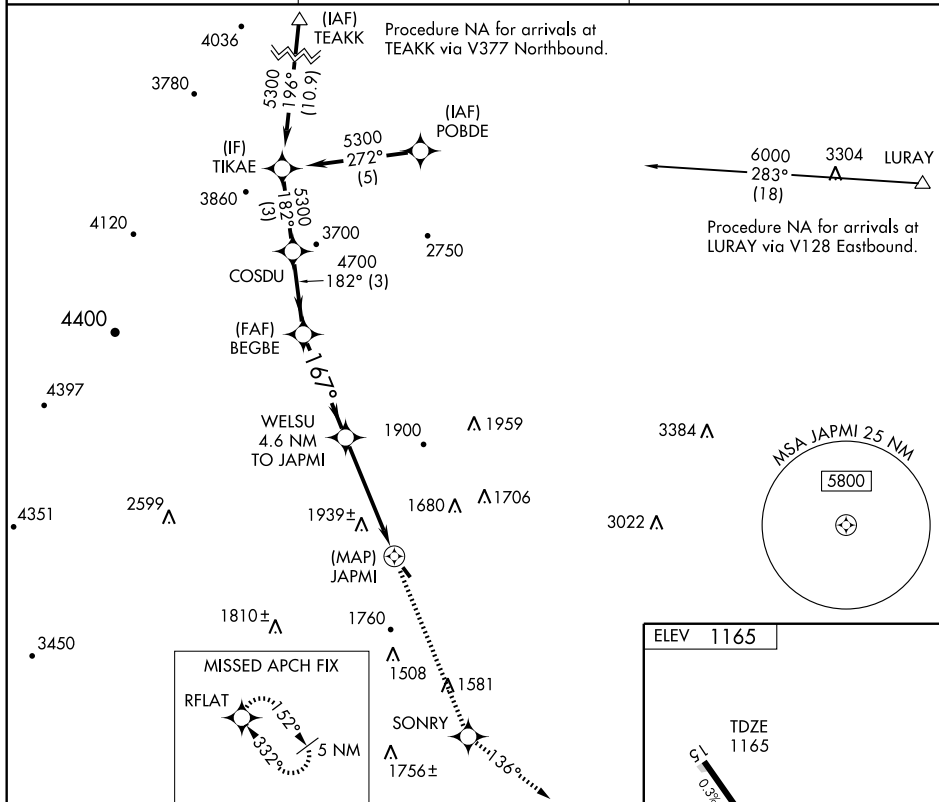
NA DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Staunton/Waynesboro/Harrisonburg altimeter setting; when not received, use Charlottesville altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climb to 5000 direct SONYR and via track 136° to RFLAT and hold, continue climb-in-hold to 5000.

STAUNTON/WAYNESBORO/
 HARRISONBURG AWOS-3
124.925

POTOMAC APP CON
132.85 257.75

UNICOM
122.7 (CTAF) 0



	TIKAE	COSDU	BEGBE	WELSU 4.6 NM TO JAPMI	JAPMI
	5300	5300	4700	3140	
Procedure Turn NA	182°	182°	167°		
	3 NM	3 NM	4 NM	4.6 NM	0.5 NM
CATEGORY	A	B	C	D	
LNAV MDA	2180-3	1015 (1100-3)	NA	NA	
CIRCLING	2180-3	1015 (1100-3)	NA	NA	

BOJAR N37°15.75' W 79°14.60' NOTAM FILE LYH.
NDB (MHW/LOM) 385 LY 036° 4.4 NM to Lynchburg Rgnl-Preston Glenn Fld.
 NDB unmonitored when tower clsd.

CINCINNATI
 L-26J, 36G

BRIDGEWATER AIR PARK (VBW) 1 NW UTC-5(-4DT) N38°22.00' W78°57.62'

WASHINGTON
 L-26J
 IAP

1165 B **FUEL** 100LL, JET A NOTAM FILE DCA
RWY 15-33: H2745X60 (ASPH) S-22 MIRL 0.3% up SE
RWY 15: Tree. **RWY 33:** Thld dspcd 368'. Pole.
AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z, Sat
 1400-2100Z, and Sun 1700-2100Z. **ACTIVATE MIRL** Rwy
 15-33—CTAF.

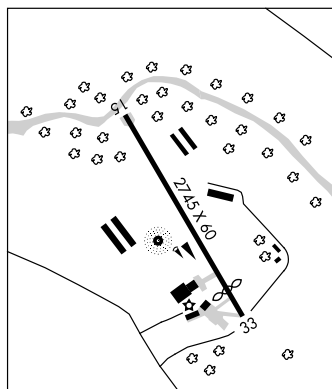
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **POTOMAC APP/DEP CON** 132.85

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

MONTEBELLO (L) VOR/DME 115.3 MOL Chan 100 N37°54.03'
 W79°06.41' 019° 28.8 NM to fld. 3460/05W.

NDB (MHW) 241 VBW N38°21.94' W78°57.67' at fld.
 Unmonitored when arpt unattended. Unusable 225°-235° byd
 21 NM.



BROOKE N38°20.18' W77°21.18' NOTAM FILE DCA.

WASHINGTON
 H-10H, L-29E, 34E, 36I, A

(L) **VORTAC** 114.5 BRV Chan 92 237°6.2 NM to Shannon. 145/09W.

VOR portion unusable:

077°-083°

084° byd 16 NM

084° blo 9000'

085°-089° byd 16 NM

090°-140° byd 10 NM blo 3000'

DME portion unusable byd 35 NM blo 3500'

VORTAC unusable:

141°-308° byd 10 NM blo 3000'

RCO 122.1R 114.5T (LEESBURG RADIO)

341°-006° byd 10 NM blo 5500'

341°-006° byd 30 NM blo 8500'

341°-006° byd 36 NM

341°-006° blo 2500'

141°-308° byd 24 NM blo 6000'

BROOKNEAL/CAMPBELL CO (ØV4) 06 NW UTC-5(-4DT) N37°08.50' W79°00.98'

CINCINNATI
 L-26J, 36G
 IAP

596 B NOTAM FILE DCA

RWY 06-24: H3798X60 (ASPH) S-12.5 MIRL

RWY 06: Tree. **RWY 24:** Tree.

AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt.

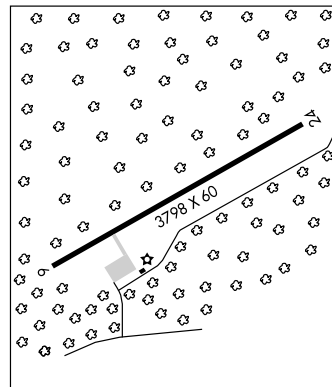
MIRL Rwy 06-24 preset low, **ACTIVATE** higher ints—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **ROANOKE APP/DEP CON** 125.47 (East of LYH VORTAC) 135.0 (West of
 LYH VORTAC)

RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.

LYNCHBURG (L) VORTAC 109.2 LYH Chan 29 N37°15.28'
 W79°14.19' 128° 12.5 NM to fld. 880/05W. **HIWAS.**



BUCK'S ELBOW MOUNTAIN N38°06.25' W78°44.62'

RCO 122.65 122.2 (LEESBURG RADIO)

WASHINGTON
 L-26J, 36G

APP CRS **227°**
 Rwy Ldg **3798**
 TDZE **596**
 Apt Elev **596**

RNAV (GPS) RWY 24
 BROOKNEAL/CAMPBELL COUNTY (ØV4)

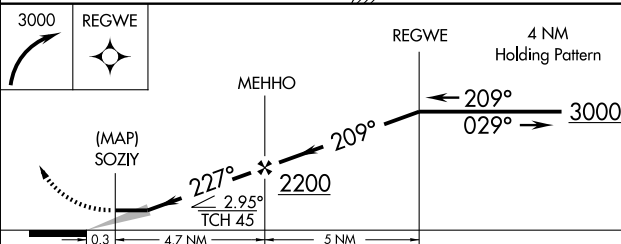
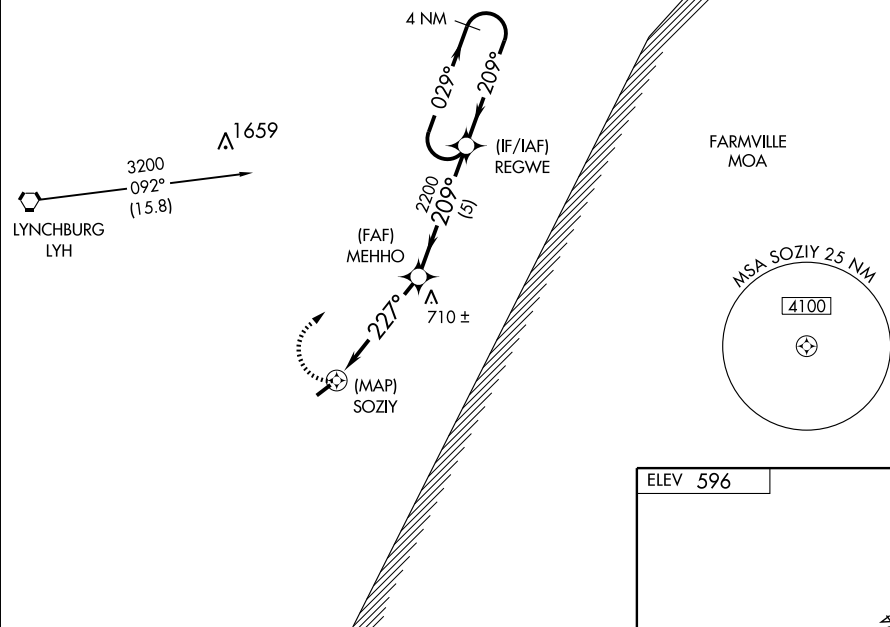
▼ Use Lynchburg Rgnl/Preston Glenn Field altimeter setting.
 ▲ NA GPS or RNP-0.3 required.
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct
 REGWE WP and hold.

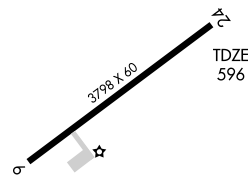
LYNCHBURG ASOS
119.8

ROANOKE APP CON
135.0 254.32

UNICOM
122.7 (CTAF) 0



ELEV **596**



CATEGORY	A	B	C	D
LNAV MDA	980-1	384 (400-1)		NA
CIRCLING	1160-1	564 (600-1)	1160-1½ 564 (600-1½)	NA

MIRL Rwy 6-24 0

VORTAC LYH 109.2 Chan 29	APP CRS 128°	Rwy Idg TDZE Apt Elev	N/A N/A 596
--	------------------------	-----------------------------	--------------------------

VOR/DME-A

BROOKNEAL/CAMPBELL COUNTY (ØV4)

▼
▲ NA Use Lynchburg Rgnl/Preston Glenn Field
altimeter setting.

MISSED APPROACH: Climbing right turn to 2800
via LYH VORTAC R-128 to USSEL 7.5 DME and hold.

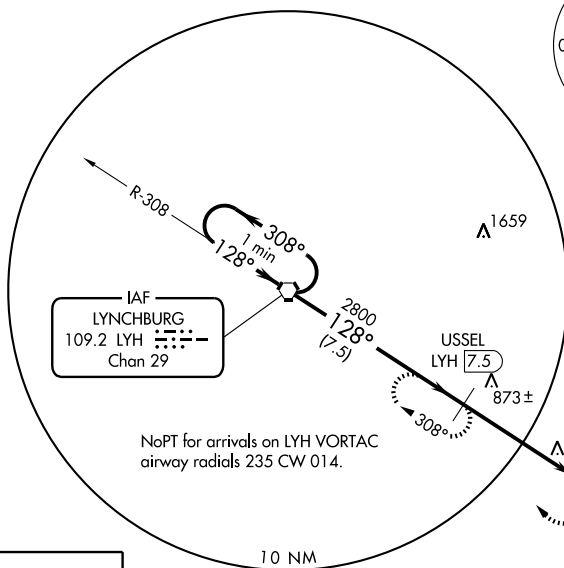
LYNCHBURG ASOS
119.8

ROANOKE APP CON
135.0 254.32

UNICOM
122.7 (CTAF) Ø

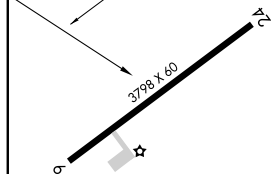
▲3051 ±

●3994



ELEV 596

128° 4.9 NM
from FAF



MIRL Rwy 6-24 Ø

	One Minute Holding Pattern		USSEL LYH 7.5		USSEL LYH 7.5	
	2800		2800		2800	
	308°		128°		128°	
	128°		128°		128°	
	7.5 NM		4.9 NM			
CATEGORY	A	B	C	D		
CIRCLING	1160-1	564 (600-1)	1160-1½ 564 (600-1½)	NA		

BROOKNEAL, VIRGINIA

Amdt 1 08129

BROOKNEAL/CAMPBELL COUNTY (ØV4)

37°09'N - 79°01'W

VOR/DME-A

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

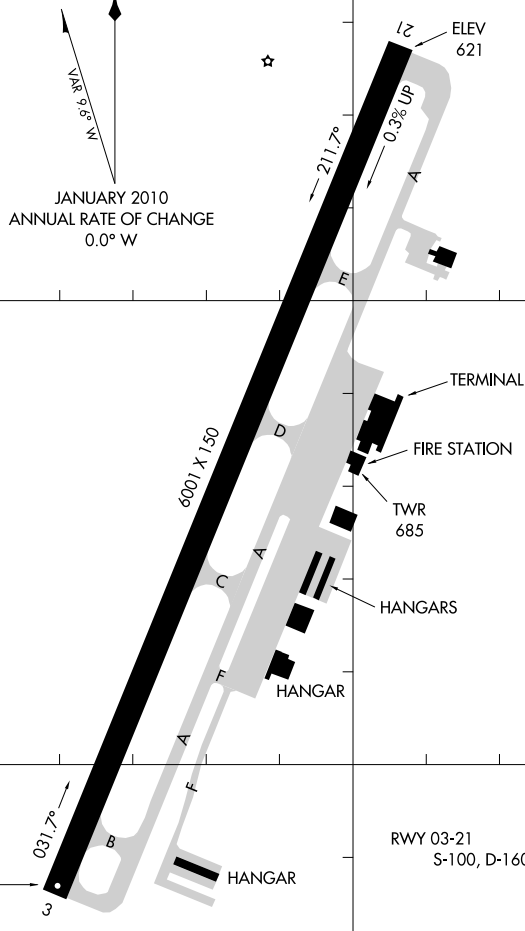
AIRPORT DIAGRAM

AL-765 (FAA)

CHARLOTTESVILLE-ALBERMARLE (CHO)
CHARLOTTESVILLE, VIRGINIA

ATIS
118.425
CHARLOTTESVILLE TOWER ★
124.5 338.275
GND CON
121.9 338.275

D



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

78°27.5'W

78°27.0'W

38°09.0'N

38°08.5'N

38°08.0'N

AIRPORT DIAGRAM

CHARLOTTESVILLE, VIRGINIA
CHARLOTTESVILLE-ALBERMARLE (CHO)

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

CHARLOTTESVILLE-ALBEMARLE (CHO) 7 N UTC-5(-4DT) N38°08.32' W78°27.17'

WASHINGTON

639 B S4 FUEL 100LL, JET A Class I, ARFF Index B NOTAM FILE CHO

H-10H, 121, L-26J, 36H

RWY 03-21: H6001X150 (ASPH-GRVD) S-100, D-160, 2S-175, 2D-300 HIRL 0.3% up SW

IAP, AD

RWY 03: MALSR.

RWY 21: REIL. VASI(V4L)—GA 3.0°TCH 50'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-6001 TODA-6001 ASDA-6001 LDA-6001

RWY 21: TORA-6001 TODA-6001 ASDA-6001 LDA-6001

AIRPORT REMARKS: Attended 0930-0530Z±. Deer and birds on and in/ovf arpt. PPR 8 hrs for unscheduled air carrier ops with more than 9 passenger seats between 0400-1100Z±, call arpt manager 434-981-4152. When twr clsd HIRL Rwy 03-21 and twy lghts preset low ints and REIL Rwy 21 unavbl. To increase ints HIRL Rwy 03-21 and twy lghts and ACTIVATE MALSR Rwy 03—CTAF.

VASI Rwy 21 not monitored. REIL not monitored. Landing fee only for acft over 7000 lbs. Wheeled helicopters are requested to ground taxi when transiting arpt.

WEATHER DATA SOURCES: ASOS 118.425 (434) 973-5024. ASOS wind unreliable.

COMMUNICATIONS: CTAF 124.5 ATIS 118.425 UNICOM 122.95

CHARLOTTESVILLE RCO 122.65 122.2 (LEESBURG RADIO)

Ⓡ POTOMAC APP/DEP CON 132.85

TOWER 124.5 (1100-0400Z±) GND CON 121.9

AIRSPACE: CLASS D svc 1100-0400Z± other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

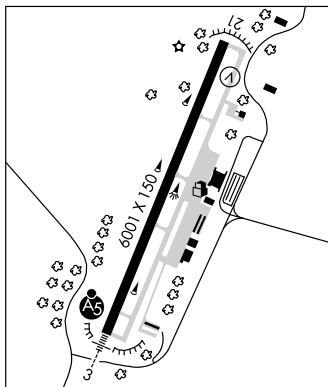
GORDONVILLE (H) VORTAC 115.6 GVE Chan 103 N38°00.82' W78°09.18' 304° 16.1 NM to fld. 382/06W.

HIWAS.

AZALEA PARK NDB (MHW) 336 AZS N38°00.61' W78°31.09' 030° 8.3 NM to fld. NOTAM FILE CHO.

NDB unmonitored when twr clsd. SHUTDOWN.

ILS/DME 111.7 I-CHO Chan 54 Rwy 03. Class IA. LOC/GS unmonitored when twr closed.

**CHASE CITY MUNI** (CXE) 2 W UTC-5(-4DT) N36°47.30' W78°30.09'

WASHINGTON

503 B TPA 1303 (800) NOTAM FILE DCA

L-36G

RWY 18-36: H3400X50 (ASPH) S-12.5 LIRL 0.5% up N

IAP

RWY 18: TRCV(TRIL). Road. RWY 36: TRCV(TRIL). Tree.

AIRPORT REMARKS: Unattended. Deer on and in/ovf arpt. Rwy 18 TRCV

OTS indef. Rwy 36 TRCV OTS indef.

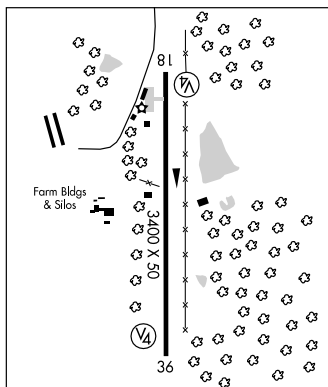
COMMUNICATIONS: CTAF 122.9

Ⓡ WASHINGTON CENTER APP/DEP CON 118.75

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

SOUTH BOSTON (L) VORTAC 110.4 SBV Chan 41 N36°40.50'

W79°00.87' 079° 25.7 NM to fld. 530/05W.

**CHESAPEAKE RGNL** (See NORFOLK)**CHESI** N36°35.99' W76°22.91' NOTAM FILE ORF.

WASHINGTON

NDB (MHW/LOM) 233 EY 046° 4.9 NM to Chesapeake Rgnl.

L-35D

CHESTER**MC LAUGHLIN** (2G6) 6 E UTC-5(-4DT) N37°19.23' W77°20.75'

WASHINGTON

7 NOTAM FILE DCA

Not insp.

WATERWAY 05-23: 2500X150 (WATER)

SEAPLANE REMARKS: unattended.

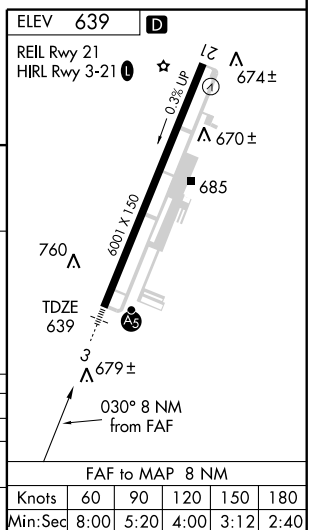
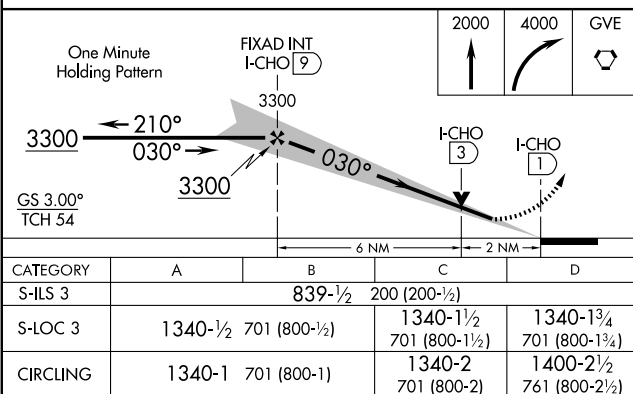
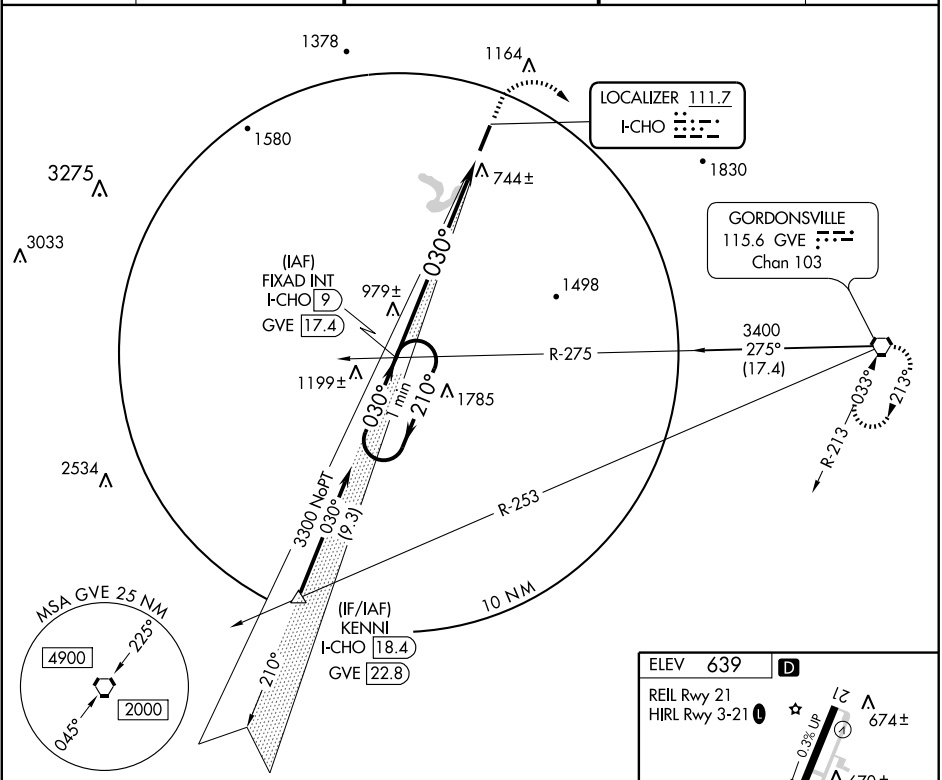
COMMUNICATIONS: CTAF 122.9

LOC I-CHO 111.7	APP CRS 030°	Rwy Idg TDZE Apt Elev	6001 639 639
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ILS or LOC RWY 3

CHARLOTTESVILLE-ALBEMARLE (CHO)

			MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct GVE VORTAC and hold.	
ATIS 118.425	POTOMAC APP CON 132.85 257.75	CHARLOTTESVILLE TOWER ★ 124.5 (CTAF) 0 338.275	GND CON 121.9 338.275	UNICOM 122.95



APP CRS	Rwy Idg	6001
196°	TDZE	628
	Apt Elev	639

RNAV (GPS) Y RWY 21

CHARLOTTESVILLE-ALBEMARLE (CHO)

T DME/DME RNP-0.3 NA.
A If local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDAs 140 feet.

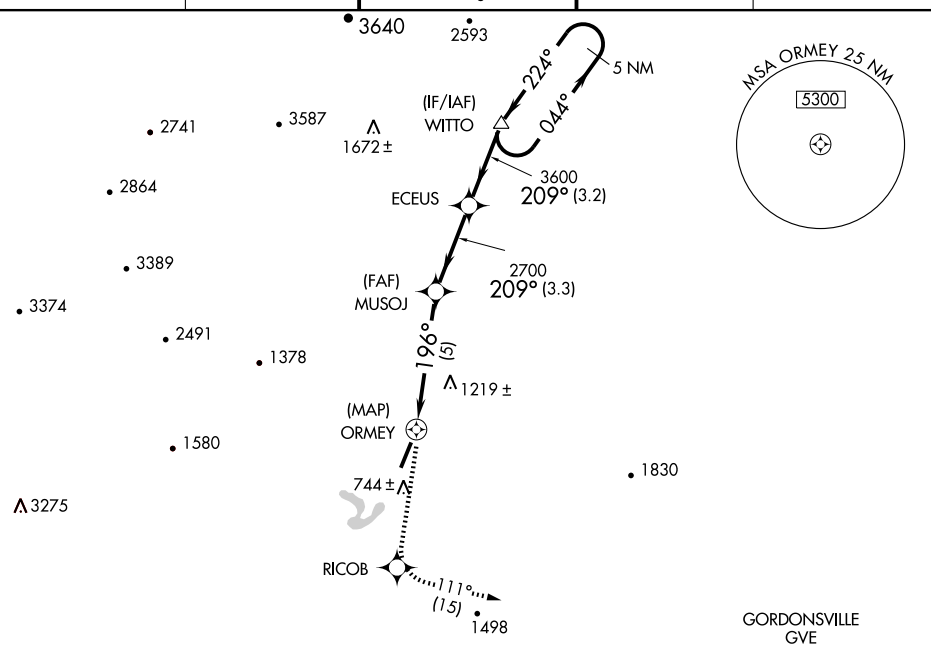
MISSED APPROACH: Climb to 4000 direct RICOB and via 111° track to GVE VORTAC and hold.

ATIS
118.425

POTOMAC APP CON
132.85 257.75

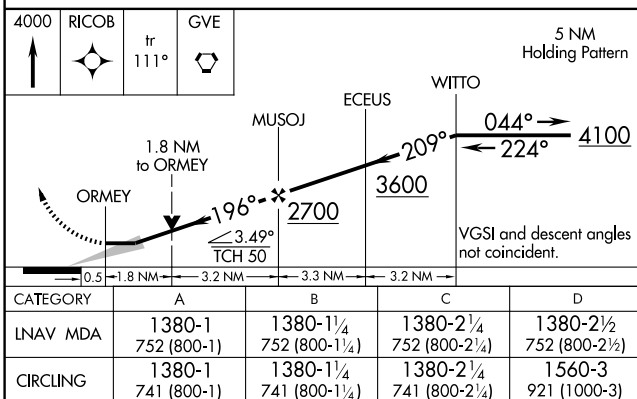
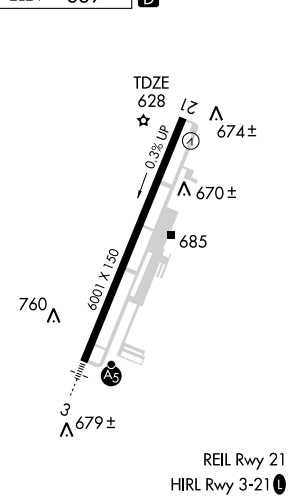
CHARLOTTESVILLE TOWER*
124.5 (CTAF) **Q** 338.275

GND CON
121.9 338.275

UNICOM
122.95

ELEV 639

D



CHARLOTTESVILLE, VIRGINIA

Amdt 1 10266

CHARLOTTESVILLE-ALBERMARLE (CHO)

38°08'N-78°27'W

RNAV (GPS) Y RWY 21

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010

WAAS CH 45602 W21A	APP CRS 210°	Rwy ldg TDZE Apt Elev	6001 628 639
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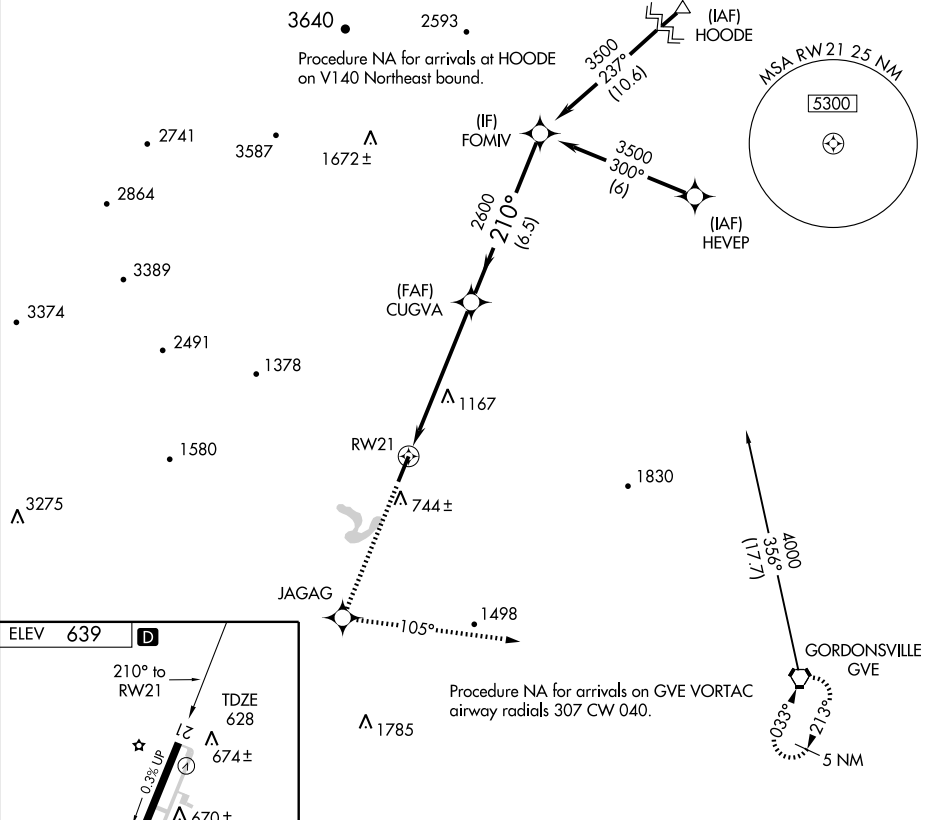
RNAV (GPS) Z RWY 21

CHARLOTTESVILLE-ALBEMARLE (CHO)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase DA 140 feet and increase LPV visibility ½ mile all Cats.

MISSED APPROACH: Climb to 4000
direct JAGAG and left turn via track
105° to GVE VORTAC and hold.

ATIS 118.425	POTOMAC APP CON 132.85 257.75	CHARLOTTESVILLE TOWER★ 124.5 (CTAF) 338.275	GND CON 121.9 338.275	UNICOM 122.95
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REIL Rwy 21
HIRL Rwy 3-21

4000	JAGAG	tr 105°	GVE	Procedure Turn NA
CUGVA	2600	210°	3500	
RWY 21	2600	6 NM	6.5 NM	GS 3.00° TCH 50
CATEGORY	A	B	C	D
LPV DA	878-1 250 (300-1)			

CHARLOTTESVILLE-ALBEMARLE (CHO) 7 N UTC-5(-4DT) N38°08.32' W78°27.17'

WASHINGTON

639 B S4 FUEL 100LL, JET A Class I, ARFF Index B NOTAM FILE CHO

H-10H, 121, L-26J, 36H

RWY 03-21: H6001X150 (ASPH-GRVD) S-100, D-160, 2S-175, 2D-300 HIRL 0.3% up SW

IAP, AD

RWY 03: MALSR.

RWY 21: REIL. VASI(V4L)—GA 3.0°TCH 50'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-6001 TODA-6001 ASDA-6001 LDA-6001

RWY 21: TORA-6001 TODA-6001 ASDA-6001 LDA-6001

AIRPORT REMARKS: Attended 0930-0530Z±. Deer and birds on and in/ovf arpt. PPR 8 hrs for unscheduled air carrier ops with more than 9 passenger seats between 0400-1100Z±, call arpt manager 434-981-4152. When twr clsd HIRL Rwy 03-21 and twy lgts preset low ints and REIL Rwy 21 unavbl. To increase ints HIRL Rwy 03-21 and twy lgts and ACTIVATE MALSR Rwy 03—CTAF.

VASI Rwy 21 not monitored. REIL not monitored. Landing fee only for acft over 7000 lbs. Wheeled helicopters are requested to ground taxi when transiting arpt.

WEATHER DATA SOURCES: ASOS 118.425 (434) 973-5024. ASOS wind unreliable.

COMMUNICATIONS: CTAF 124.5 ATIS 118.425 UNICOM 122.95

CHARLOTTESVILLE RCO 122.65 122.2 (LEESBURG RADIO)

Ⓡ POTOMAC APP/DEP CON 132.85

TOWER 124.5 (1100-0400Z±) GND CON 121.9

AIRSPACE: CLASS D svc 1100-0400Z± other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

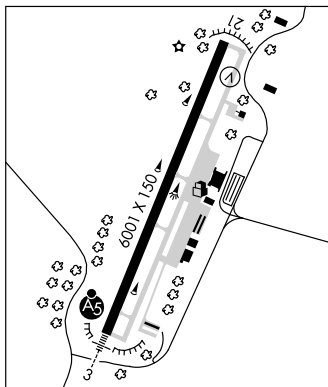
GORDONSVILLE (H) VORTAC 115.6 GVE Chan 103 N38°00.82' W78°09.18' 304° 16.1 NM to fld. 382/06W.

HIWAS.

AZALEA PARK NDB (MHW) 336 AZS N38°00.61' W78°31.09' 030° 8.3 NM to fld. NOTAM FILE CHO.

NDB unmonitored when twr clsd. SHUTDOWN.

ILS/DME 111.7 I-CHO Chan 54 Rwy 03. Class IA. LOC/GS unmonitored when twr closed.

**CHASE CITY MUNI** (CXE) 2 W UTC-5(-4DT) N36°47.30' W78°30.09'

WASHINGTON

503 B TPA 1303 (800) NOTAM FILE DCA

L-36G

RWY 18-36: H3400X50 (ASPH) S-12.5 LIRL 0.5% up N

IAP

RWY 18: TRCV(TRIL). Road. RWY 36: TRCV(TRIL). Tree.

AIRPORT REMARKS: Unattended. Deer on and in/ovf arpt. Rwy 18 TRCV

OTS indef. Rwy 36 TRCV OTS indef.

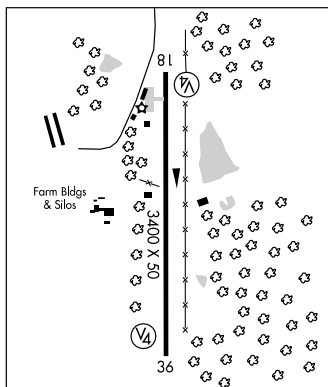
COMMUNICATIONS: CTAF 122.9

Ⓡ WASHINGTON CENTER APP/DEP CON 118.75

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

SOUTH BOSTON (L) VORTAC 110.4 SBV Chan 41 N36°40.50'

W79°00.87' 079° 25.7 NM to fld. 530/05W.

**CHESAPEAKE RGNL** (See NORFOLK)**CHESI** N36°35.99' W76°22.91' NOTAM FILE ORF.

WASHINGTON

NDB (MHW/LOM) 233 EY 046° 4.9 NM to Chesapeake Rgnl.

L-35D

CHESTER**MC LAUGHLIN** (2G6) 6 E UTC-5(-4DT) N37°19.23' W77°20.75'

WASHINGTON

7 NOTAM FILE DCA

Not insp.

WATERWAY 05-23: 2500X150 (WATER)

SEAPLANE REMARKS: unattended.

COMMUNICATIONS: CTAF 122.9

APP CRS **184°**
Rwy Idg **3400**
TDZE **503**
Apt Elev **503**

RNAV (GPS) RWY 18

CHASE CITY MUNI (CXE)

▼ DME/DME RNP-0.3 NA.
Straight-in minimums NA at night. Circling to Rwy 18 NA at night.
▲ NA Use Mecklenburg-Brunswick altimeter setting; If not received, use Danville altimeter setting and increase all MDA's 60 feet.

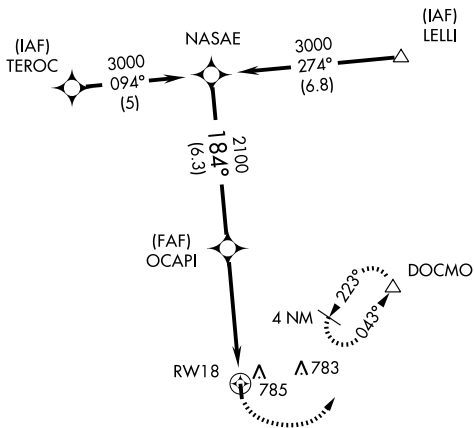
MISSED APPROACH: Climbing left turn to 3000 direct DOCKMO and hold.

WASHINGTON CENTER
118.75 353.9

UNICOM
122.9 (CTAF)

Procedure NA for arrival at LELLI via V20 Northeast bound.

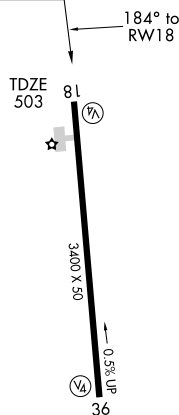
△917



SOUTH BOSTON
SBV

Procedure NA for arrival at SBV VORTAC
airway radials 032 CW 086.

ELEV 503



Procedure
Turn NA

NASAE

3000

184°

OCAPI

2100

3.01° TCH 45

3000

DOCKMO



RWY 18

VGSI and descent
angles not coincident.

6.3 NM

4.9 NM

CATEGORY	A	B	C	D
LNAV MDA	1100-1	597 (600-1)	1100-1½ 597 (600-1½)	NA
CIRCLING	1200-1	697 (700-1)	1200-2 697 (700-2)	NA

LIRL Rwy 18-36

APP CRS **004°**
 Rwy Idg **3400**
 TDZE **503**
 Apt Elev **503**

RNAV (GPS) RWY 36

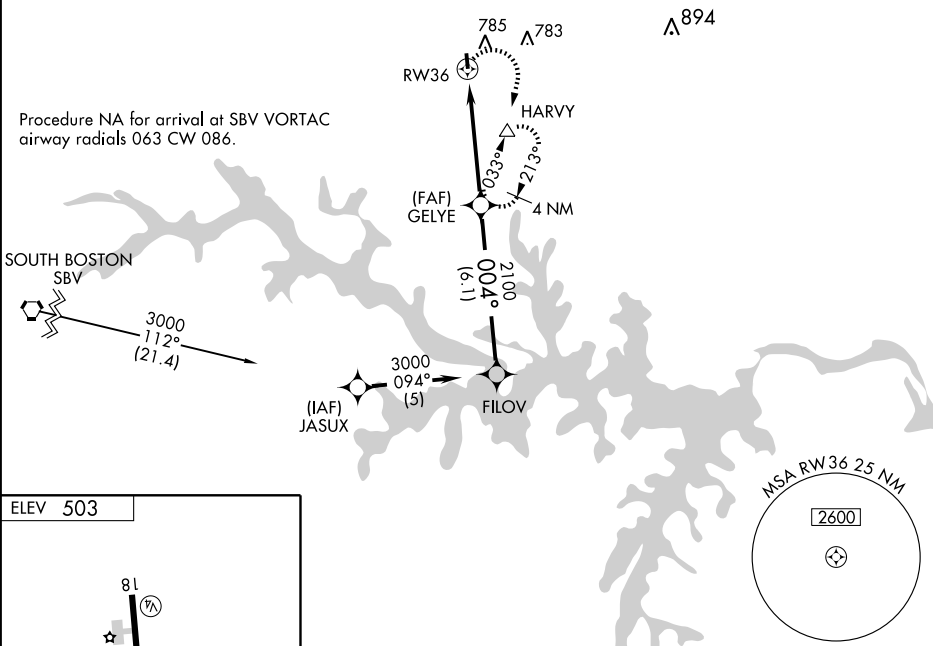
CHASE CITY MUNI (CXE)

NA DME/DME RNP-0.3 NA. Circling to Rwy 18 NA at night.
 Use Mecklenburg-Brunswick altimeter setting; if not received, use Danville altimeter setting and increase all MDA's 60 feet.

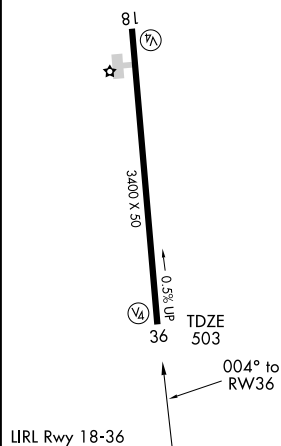
MISSED APPROACH: Climbing right turn to 3000 direct HARVY and hold.

WASHINGTON CENTER
118.75 353.9

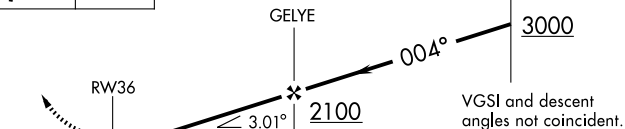
UNICOM
122.9 (CTAF)



ELEV 503



3000 HARVY
 △



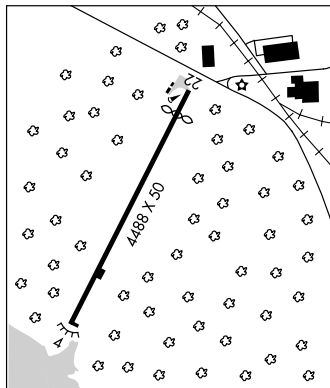
CATEGORY	A	B	C	D
LNAV MDA	1040-1	537 (600-1)	1040-1½ 537 (600-1½)	NA
CIRCLING	1200-1	697 (700-1)	1200-2 697 (700-2)	NA

CHESTERFIELD CO (See RICHMOND)**CLARKSVILLE****LAKE COUNTRY RGNL** (W63) 2 S UTC-5(-4DT) N36°35.75' W78°33.61'

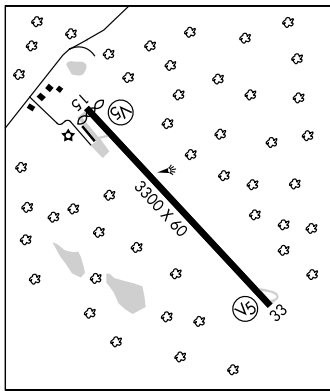
421 B TPA-1221(800) NOTAM FILE DCA

RWY 04-22: H4488X50 (ASPH) S-12.5 MIRL**RWY 04:** Tree. **RWY 22:** Thld dsplcd 460'. Road.**AIRPORT REMARKS:** Unattended. For fuel call number posted beside public pay phone on side of hangar. Wildlife invof arpt.**COMMUNICATIONS:** CTAF 122.9**WASHINGTON CENTER APP/DEP CON** 118.75**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.**SOUTH BOSTON (L) VORTAC** 110.4 SBV Chan 41 N36°40.50'

W79°00.87' 107° 22.5 NM to fld. 530/05W.

WASHINGTON**L-36G****IAP****CREWE MUNI** (W81) 1E UTC-5(-4DT) N37°10.86' W78°05.90'420 B S2 **FUEL** 100LL NOTAM FILE DCA**RWY 15-33:** H3300X60 (ASPH) S-12 MIRL**RWY 15:** APAP(PNIL)—GA 5.0° TCH 17'. Thld dsplcd 87'. Ground.**RWY 33:** APAP(PNIL)—GA 3.0° TCH 8'. Tree.**AIRPORT REMARKS:** Attended 1400-2200Z±. Deer and turkey on and invof arpt. For airframe and power plant repairs call 804-645-9393. Rwy 15 APAP not lgtd. PNIL unavailable at night. Rwy 33 APAP not lgtd. PNIL unavailable at night. For MIRL Rwy 15-33 key CTAF 5 times on; 3 times off.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.**LAWRENCEVILLE (L) VORTAC** 112.9 LVL Chan 76 N36°49.08'

W77°54.18' 345° 23.7 NM to fld. 350/08W.

WASHINGTON**L-36H**

APP CRS
036°

Rwy Idg **4488**
TDZE **403**
Apt Elev **421**

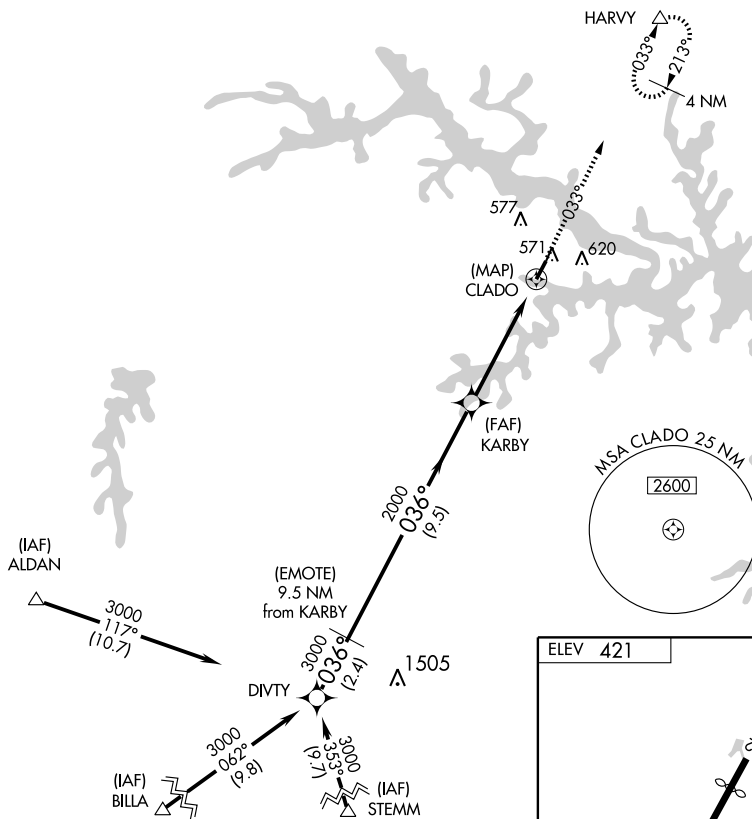
GPS RWY 4

CLARKSVILLE/LAKE COUNTRY RGNL (W63)

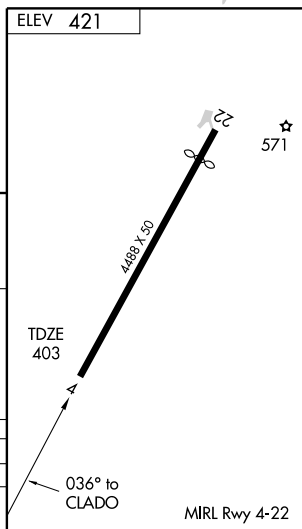
▼ Use Mecklenburg-Brunswick Rgnl, VA altimeter setting.
▲ NA Procedure not authorized at night.

MISSED APPROACH: Climb to 3000 via 033° course to HARVY WP and hold.

WASHINGTON CENTER
118.75 377.1

CTAF **122.9**

	DIVTY	(EMOTE) 9.5 NM from KARBY	KARBY	CLADO	HARVY
	3000	3000	3000	3000	3000
	036°	036°	036°	033° CRS	
Procedure Turn NA					
	2.4 NM	9.5 NM	5 NM		
CATEGORY	A	B	C	D	
S-4	820-1	417 (400-1)	820-1¼	417 (400-1¼)	
CIRCLING	1000-1	1040-1	1040-1¾	1040-2	
	579 (600-1)	619 (700-1)	619 (700-1¾)	619 (700-2)	



VORTAC SBV 110.4 Chan 41	APP CRS 107°	Rwy Idg TDZE Apt Elev	N/A N/A 421
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VOR/DME-A

CLARKSVILLE/LAKE COUNTRY RGNL (W63)



Use Mecklenburg-Brunswick Rgnl, VA
altimeter setting.

MISSED APPROACH: Climbing right turn to 2300
via SBV R-107 to HEIDE/ 17.5 DME and hold.

WASHINGTON CENTER
118.75 377.1

CTAF 122.9

IAF
SOUTH BOSTON
110.4 SBV
Chan 41

2500
107°
(12.5)

SBV
12.5

2300
107°
(5)

HEIDE
SBV 17.5

287°

577
571
620

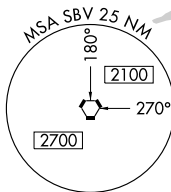
10 NM

ELEV 421

107° 4.9 NM
from FAF

571

1505



VORTAC

3000

107°

SBV
12.5

HEIDE
SBV 17.5

2300

HEIDE
SBV 17.5

SBV R-107

Procedure
Turn NA

2500

2300

12.5 NM

5 NM

4.9 NM

CATEGORY

1000-1
579 (600-1)

1040-1
619 (700-1)

1040-1¾
619 (700-1¾)

1040-2
619 (700-2)

CIRCLING

MIRL Rwy 4-22

CLARKSVILLE, VIRGINIA

Orig-A 17 DEC 09

CLARKSVILLE/LAKE COUNTRY RGNL (W63)

36°36'N - 78°34'W

VOR/DME-A

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

CULPEPER RGNL (CJR) 7 NE UTC-5(-4DT) N38°31.53' W77°51.58'

316 B S4 FUEL 100LL, JET A NOTAM FILE CJR

RWY 04-22: H5000X100 (ASPH) S-40 MIRL

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Fence.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Bldg.

AIRPORT REMARKS: Attended Nov-Apr 1300-2300Z†, May-Oct 1300-0100Z†. Deer on and invof arpt. ACTIVATE MIRL Rwy 04-22, REIL Rwy 04, PAPI Rwy 04, REIL Rwy 22, PAPI Rwy 22 and twy lgts—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.325 (540) 727-0523.**COMMUNICATIONS:** CTAF/UNICOM 123.075

CASANOVA RCO 122.1R 116.3T (LEESBURG RADIO)

⑧ POTOMAC APP/DEP CON 124.65

GCO 121.6 (POTOMAC CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

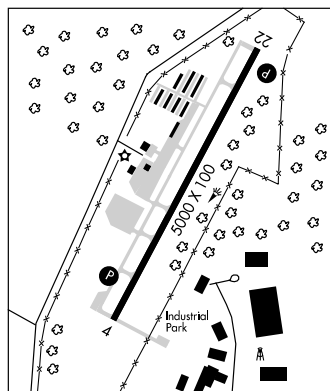
CASANOVA (H) VORTAC 116.3 CSN Chan 110 N38°38.47'

W77°51.93' 184° 6.9 NM to fld. 439/06W.

NAILR NDB (MHW) 351 MSQ N38°27.26' W77°54.32'

037° 4.8 NM to fld.

ILS 109.95 I-DZH Rwy 04. LOC only.



WASHINGTON

H-10H, 121, L-29E, 34E, 361, A IAP

DANVILLE RGNL (DAN) 3 E UTC-5(-4DT) N36°34.37' W79°20.17'

571 B S2 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE DAN

RWY 02-20: H6500X150 (ASPH-GRVD) S-90, D-130, 2S-165 HIRL 0.4% up N

RWY 02: MALSR. PAPI(P4L)—GA 3.0° TCH 54'.

RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Thld displcd 900'. Tree.

RWY 13-31: H4020X100 (ASPH) S-90, D-130, 2S-165

MIRL 1.1% up NW

RWY 13: REIL. VASI(V2L)—GA 3.0°. Tree.

RWY 31: REIL. VASI(V2L)—GA 3.0°. TCH 73'. Road.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 02: TORA-6500 TODA-6500 ASDA-5600 LDA-5600

RWY 20: TORA-6500 TODA-6500 ASDA-6500 LDA-5600

AIRPORT REMARKS: Attended Mon-Fri 1100-0200Z†, Sat-Sun 1200-0000Z†. Arpt unattended Christmas Day. Rwy 02-20 cracks in pavement. Birds and deer on and invof arpt. Trees penetrating 7:1 transitional sfc of Rwy 31 both sides, first 1000'. Ctc arpt administration prior to conducting specialized aero activities 434-799-5110. TPA-1371 (800) lgt aircraft, 2071 (1500) turbine aircraft. Rwy 02 is designated calm wind rwy. Rwy 31 VASI unusable byd 8° left of course. ACTIVATE HIRL Rwy 02-20; MIRL Rwy 13-31; REIL Rws 13 and 31 and 20; MALSR Rwy 02; VASI Rws 13 and 31; PAPI Rws 02 and 20—CTAF.

WEATHER DATA SOURCES: ASOS 128.125 (434) 799-1701.**COMMUNICATIONS:** CTAF/UNICOM 123.05

RCO 122.2 (LEESBURG RADIO)

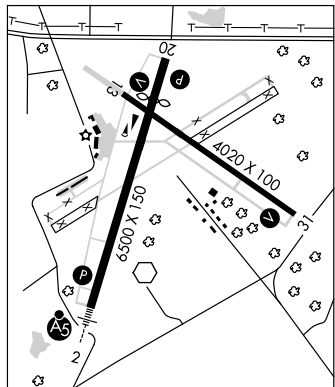
⑧ WASHINGTON CENTER APP/DEP CON 124.05

AIRSPACE: CLASS E svc effective 1100-0300Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

SOUTH BOSTON (L) VORTAC 110.4 SBV Chan 41 N36°40.50' W79°00.87' 254° 16.7 NM to fld. 530/05W.

(L) VOR 113.1 DAN N36°34.13' W79°20.20' at fld. NOTAM FILE DAN.

ILS 110.7 I-DAN Rwy 02. Class IE. ILS unmonitored.



CINCINNATI

H-9C, 121, L-26J, 36G IAP

DAVEE N38°39.70' W77°06.61' NOTAM FILE DCA.

NDB (MHW/LOM) 223 DAA 323° 4.6 NM to Davison AAF (Fort Belvoir). Opr Mon-Fri 1000-0130Z†

except holidays.

WASHINGTON

L-29E, 34E, 361

LOC I-DZH 109.95	APP CRS 038°	Rwy Idg TDZE Apt Elev	5000 316 316
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LOC RWY 4
CULPEPER RGNL (CJR)



ADF required.

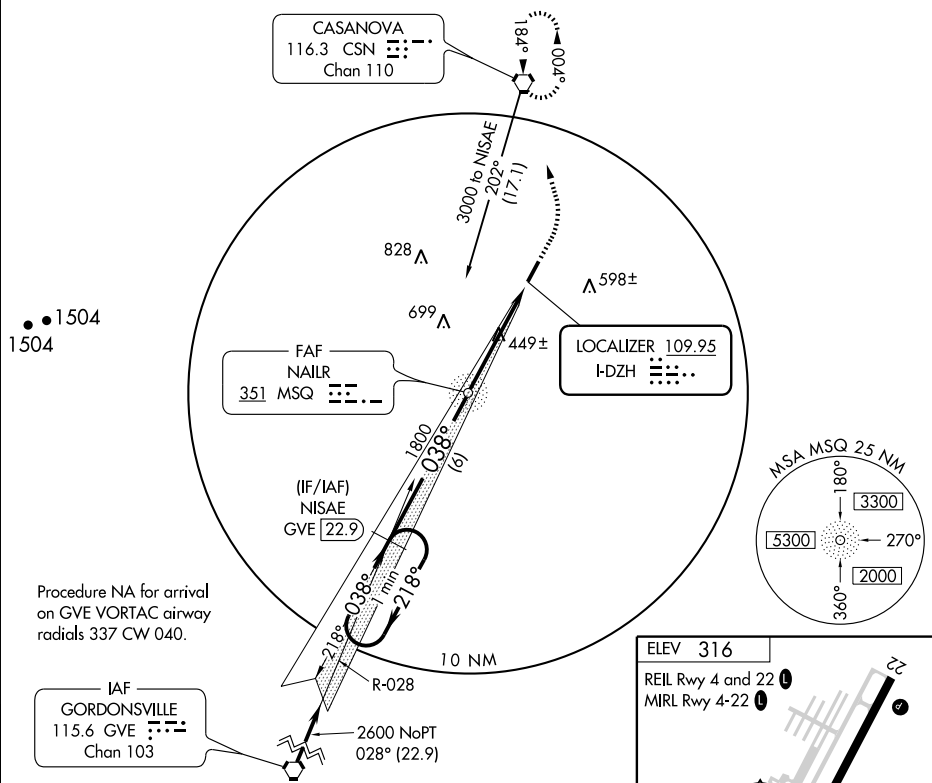
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct CSN VORTAC and hold, continue climb-in-hold to 3000.

AWOS-3
119.325

POTOMAC APP CON
124.65 306.925

CLNC DEL (GCO)
121.6

UNICOM
123.075 (CTAF) 0



One Minute
Holding Pattern

2600 ← 218°
038° → 038°

NDB

1800

3.12°

TCH 40

6 NM

4.4 NM

CATEGORY	A	B	C	D
S-4	700-1 384 (400-1)			NA
CIRCLING	820-1 504 (600-1)	920-1 604 (700-1)	920-1 ¾ 604 (700-1 ¾)	NA

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NDB MSQ 351	APP CRS 037°	Rwy Idg TDZE Apt Elev	5000 316 316
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NDB RWY 4
CULPEPER RGNL (CJR)



MISSED APPROACH: Climbing left turn to 3000 direct CSN VORTAC and hold, continue climb-in-hold to 3000.

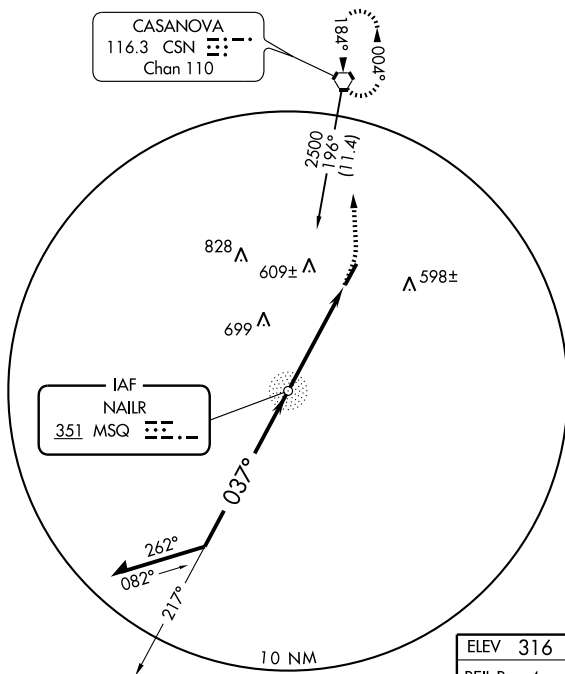
AWOS-3
119.325

POTOMAC APP CON
124.65 306.925

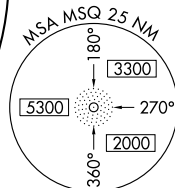
CLNC DEL (GCO)
121.6

UNICOM
123.075 (CTAF) 0

CASANOVA
116.3 CSN
Chan 110

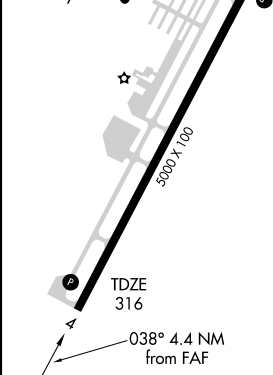


IAF
NAILR
351 MSQ



ELEV 316

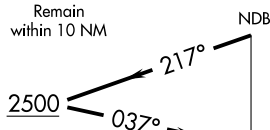
REIL Rwy 4 and 22
MIRL Rwy 4-22



FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

Remain
within 10 NM



VGSI and descent
angles not coincident.

3.77°
TCH 40

4.4 NM

CATEGORY	A	B	C	D
S-4	920-1 604 (700-1)		920-1 3/4 604 (700-1 3/4)	NA
CIRCLING	920-1 604 (700-1)		920-1 3/4 604 (700-1 3/4)	NA

RNAV (GPS) RWY 4

CULPEPER RGNL (CJR)

WAAS CH 77606 W04A	APP CRS 038°	Rwy Idg TDZE Apt Elev	5000 316 316
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⚠ When VGSI inoperative, procedure NA at night. Baro-VNAV NA when using Washington Dulles Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs 73 feet, all MDAs 80 feet, LPV and LNAV/VNAV Cuts visibility ¼ mile, LNAV Cat D and Circling Cuts C and D visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct
DOYAT and hold.

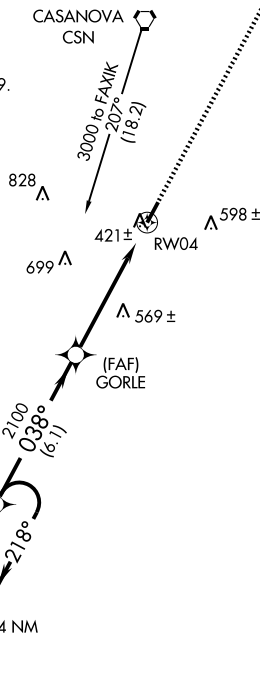
AWOS-3
119.325

POTOMAC APP CON
124.65 306.925

CLNC DEL (GCO)
121.6

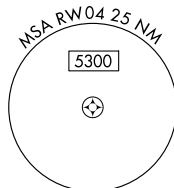
UNICOM
123.075 (CTAF) 0

Procedure NA for arrivals
on CSN VORTAC
airway radials 148 CW 239.



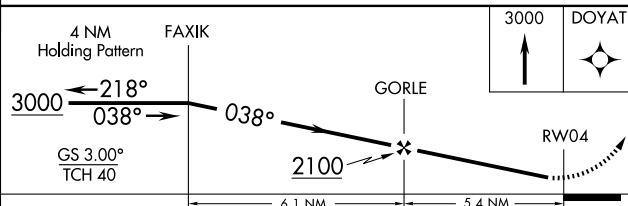
WARNING --
WASHINGTON DC SFRA,
CONTACT POTOMAC
APP CON

WASHINGTON DC
METROPOLITAN
SFRA

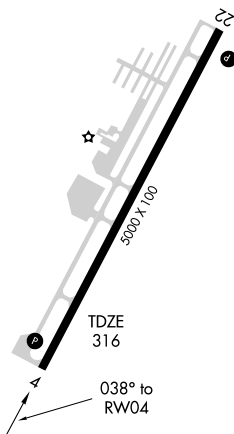


ELEV 316

REIL Rwy 4 and 22
MIRL Rwy 4-22



CATEGORY	A	B	C	D
LPV DA		610-1	294 (300-1)	
LNAV/VNAV DA		833-1¾	517 (600-1¾)	
LNAV MDA	820-1	504 (600-1)	820-1½	504 (600-1½)
CIRCLING	900-1 584 (600-1)	960-1 644 (700-1)	960-1¾ 644 (700-1¾)	960-2 644 (700-2)



RNAV (GPS) RWY 22

CULPEPER RGNL (CJR)

WAAS CH 56306 W22A	APP CRS 218°	Rwy Idg TDZE Apt Elev	5000 315 316
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⚠ When VGSI inoperative, procedure NA at night. Baro-VNAV NA when using Washington Dulles Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs/MDAs 80 feet, LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling C and D visibility ½ mile.

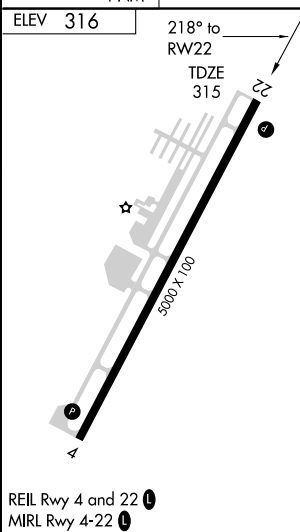
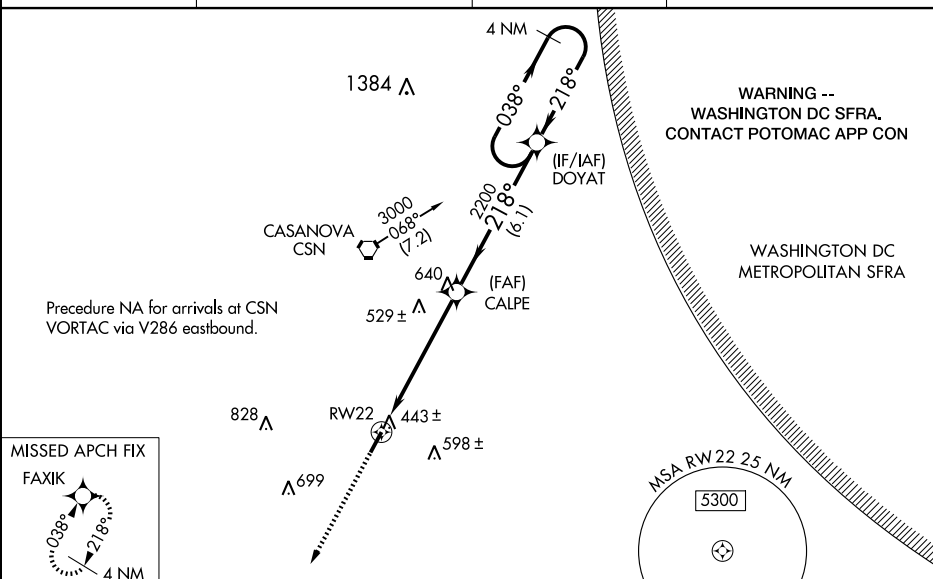
MISSED APPROACH: Climb to 3000 direct FAXIK and hold.

AWOS-3
119.325

POTOMAC APP CON
124.65 306.925

CLNC DEL (GCO)
121.6

UNICOM
123.075 (CTAF) ①



	3000	FAXIK	DOYAT	038°	3000
				218°	
		CALPE			
	RW22		2200		
	5.7 NM		6.1 NM		
CATEGORY	A	B	C	D	
LPV DA	657-1¼		342 (400-1¼)		
LNAV/VNAV DA	703-1½		388 (400-1½)		
LNAV MDA	800-1	485 (500-1)	800-1¼ 485 (500-1¼)	800-1½ 485 (500-1½)	
CIRCLING	900-1 584 (600-1)	960-1 644 (700-1)	960-1¾ 644 (700-1¾)	960-2 644 (700-2)	

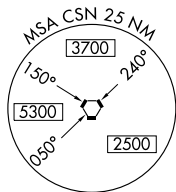
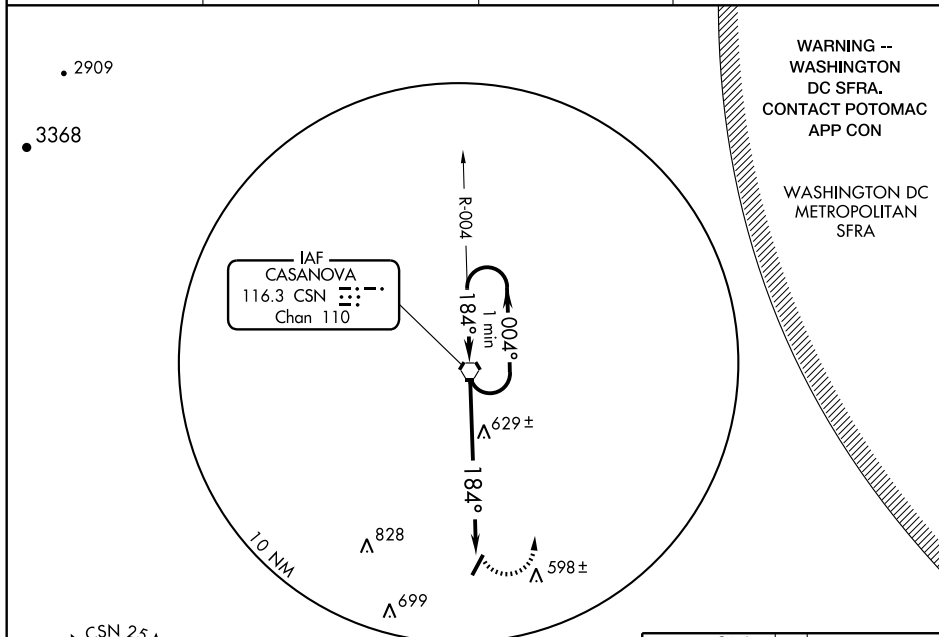
VORTAC CSN 116.3	APP CRS 184°	Rwy ldg TDZE	N/A
Chan 110		Apt Elev	316

VOR-A
CULPEPER RGNL (CJR)

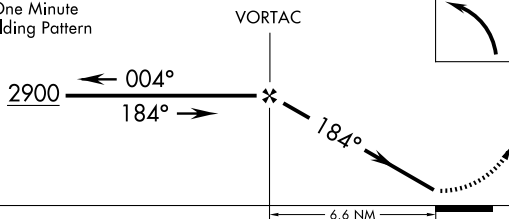
▼ When VGSI inoperative, procedure NA at night. Visibility reduction by Helicopters NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs/MDAs 80 feet, Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2900 direct CSN VORTAC and hold.

AWOS-3 119.325	POTOMAC APP CON 124.65 306.925	CLNC DEL (GCO) 121.6	UNICOM 123.075 (CTAF) 0
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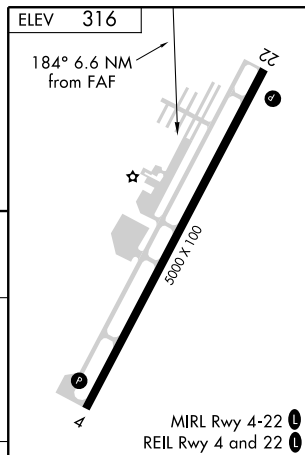


One Minute
Holding Pattern



2900

CSN



MIRL Rwy 4-22 0
REIL Rwy 4 and 22 0

CATEGORY	A	B	C	D	FAF to MAP 6.6 NM					
CIRCLING	920-1 604 (700-1)	960-1 644 (700-1)	960-1 ¾ 644 (700-1 ¾)	960-2 644 (700-1)	Knots	60	90	120	150	180
					Min:Sec	6:36	4:24	3:18	2:38	2:12

CULPEPER RGNL (CJR) 7 NE UTC-5(-4DT) N38°31.53' W77°51.58'

316 B S4 FUEL 100LL, JET A NOTAM FILE CJR

RWY 04-22: H5000X100 (ASPH) S-40 MIRL

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Fence.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Bldg.

AIRPORT REMARKS: Attended Nov-Apr 1300-2300Z†, May-Oct 1300-0100Z†. Deer on and invof arpt. ACTIVATE MIRL Rwy 04-22, REIL Rwy 04, PAPI Rwy 04, REIL Rwy 22, PAPI Rwy 22 and twy lgts—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.325 (540) 727-0523.**COMMUNICATIONS:** CTAF/UNICOM 123.075

CASANOVA RCO 122.1R 116.3T (LEESBURG RADIO)

⑧ POTOMAC APP/DEP CON 124.65

GCO 121.6 (POTOMAC CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

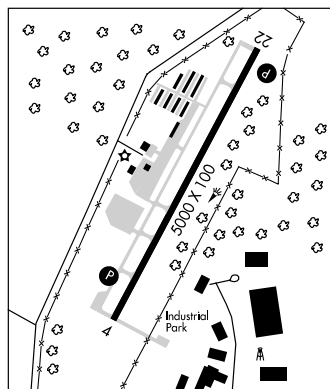
CASANOVA (H) VORTAC 116.3 CSN Chan 110 N38°38.47'

W77°51.93' 184° 6.9 NM to fld. 439/06W.

NAILR NDB (MHW) 351 MSQ N38°27.26' W77°54.32'

037° 4.8 NM to fld.

ILS 109.95 I-DZH Rwy 04. LOC only.



WASHINGTON

H-10H, 121, L-29E, 34E, 361, A IAP

DANVILLE RGNL (DAN) 3 E UTC-5(-4DT) N36°34.37' W79°20.17'

571 B S2 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE DAN

RWY 02-20: H6500X150 (ASPH-GRVD) S-90, D-130, 2S-165 HIRL 0.4% up N

RWY 02: MALSR. PAPI(P4L)—GA 3.0° TCH 54'.

RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Thld displcd 900'. Tree.

RWY 13-31: H4020X100 (ASPH) S-90, D-130, 2S-165

MIRL 1.1% up NW

RWY 13: REIL. VASI(V2L)—GA 3.0°. Tree.

RWY 31: REIL. VASI(V2L)—GA 3.0°. TCH 73'. Road.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 02: TORA-6500 TODA-6500 ASDA-5600 LDA-5600

RWY 20: TORA-6500 TODA-6500 ASDA-6500 LDA-5600

AIRPORT REMARKS: Attended Mon-Fri 1100-0200Z†, Sat-Sun 1200-0000Z†. Arpt unattended Christmas Day. Rwy 02-20 cracks in pavement. Birds and deer on and invof arpt. Trees penetrating 7:1 transitional sfc of Rwy 31 both sides, first 1000'. Ctc arpt administration prior to conducting specialized aero activities 434-799-5110. TPA-1371 (800) lgt aircraft, 2071 (1500) turbine aircraft. Rwy 02 is designated calm wind rwy. Rwy 31 VASI unusable byd 8° left of course. ACTIVATE HIRL Rwy 02-20; MIRL Rwy 13-31; REIL Rws 13 and 31 and 20; MALSR Rwy 02; VASI Rws 13 and 31; PAPI Rws 02 and 20—CTAF.

WEATHER DATA SOURCES: ASOS 128.125 (434) 799-1701.**COMMUNICATIONS:** CTAF/UNICOM 123.05

RCO 122.2 (LEESBURG RADIO)

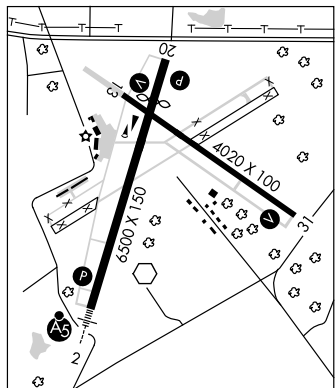
⑧ WASHINGTON CENTER APP/DEP CON 124.05

AIRSPACE: CLASS E svc effective 1100-0300Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

SOUTH BOSTON (L) VORTAC 110.4 SBV Chan 41 N36°40.50' W79°00.87' 254° 16.7 NM to fld. 530/05W.

(L) VOR 113.1 DAN N36°34.13' W79°20.20' at fld. NOTAM FILE DAN.

ILS 110.7 I-DAN Rwy 02. Class IE. ILS unmonitored.



CINCINNATI

H-9C, 121, L-26J, 36G IAP

DAVEE N38°39.70' W77°06.61' NOTAM FILE DCA.

NDB (MHW/LOM) 223 DAA 323° 4.6 NM to Davison AAF (Fort Belvoir). Opr Mon-Fri 1000-0130Z†

except holidays.

WASHINGTON

L-29E, 34E, 36J

LOC I-DAN 110.7	APP CRS 025°	Rwy Idg TDZE Apt Elev	5600 558 571
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ILS or LOC RWY 2

DANVILLE RGNL (DAN)

T When local altimeter setting not received, use Roxboro, NC altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase S-LOC 2 visibility Cats C and D ¼ mile. For inoperative MALSR when using Roxboro, NC altimeter setting, increase S-ILS 2 visibility all Cats to 1. Circling NA at night to Rwy 31.

MALSR

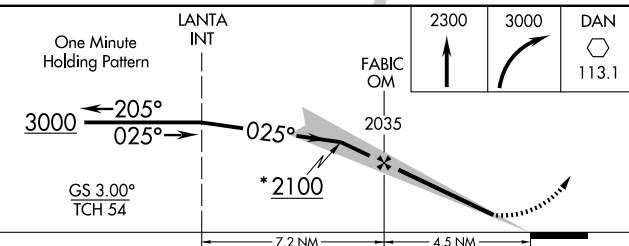
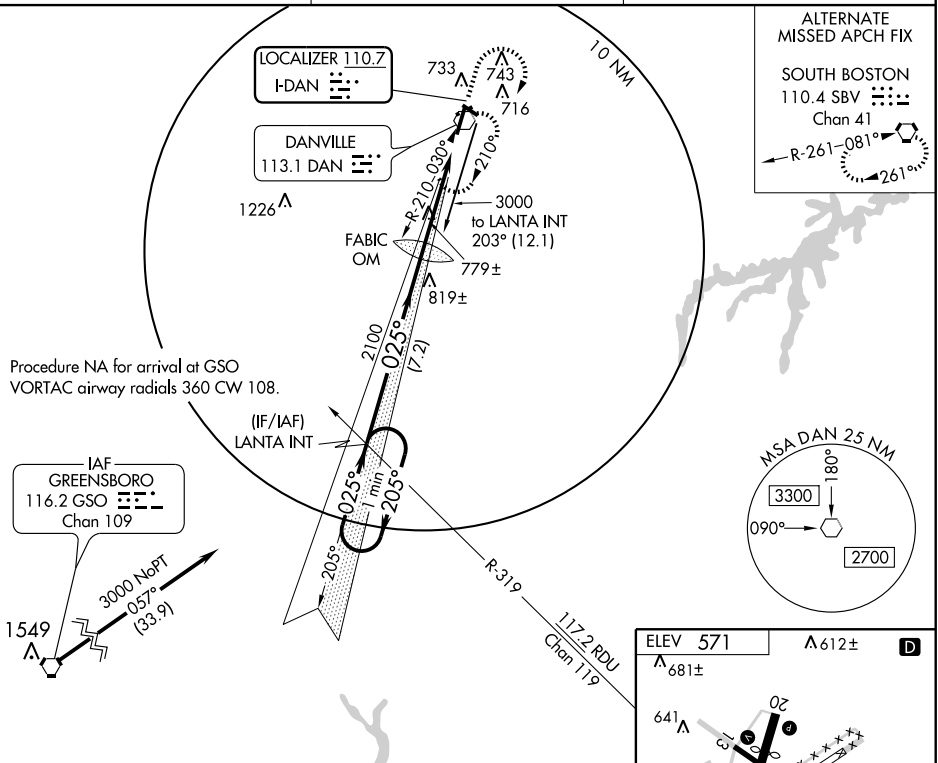


MISSED APPROACH:
Climb to 2300 then
climbing right turn to 3000
direct DAN VOR and hold.

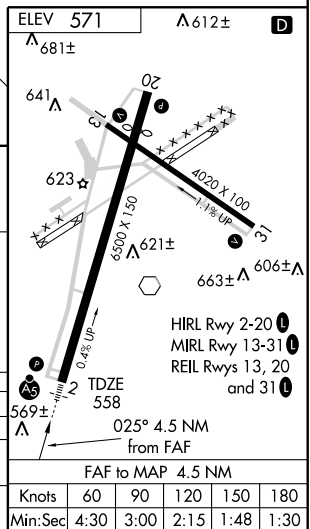
ASOS
128.125

WASHINGTON CENTER
124.05 307.0

UNICOM
123.05 (CTAF) 0



CATEGORY	A	B	C	D
S-ILS 2		758-½	200 (200-½)	
S-LOC 2	1040-½	482 (500-½)	1040-¾ 482 (500-¾)	1040-1 482 (500-1)
CIRCLING	1080-1	509 (500-1)	1080-1½ 509 (500-1½)	1140-2 569 (600-2)



WAAS CH 87116 W20A	APP CRS 205°	Rwy Idg TDZE Apt Elev	5600 568 571
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RNAV (GPS) RWY 20

DANVILLE RGNL (DAN)

Baro-VNAV NA when using Roxboro, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Roxboro, NC altimeter setting and increase all DA 62 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cts visibility ½ mile and LNAV Cts C and D ¼ mile. Circling NA to Rwy 31. VDP NA with Roxboro, NC altimeter setting.

MISSED APPROACH:
Climb to 2500 direct LANTA and hold.

ASOS
128.125

WASHINGTON CENTER
124.05 307.0

UNICOM
123.05 (CTAF) 0

(IAF) DUNCE

2500
127°
(11.9)

(IF) HIVDO

Λ 1635

2200
205°
(6)

2500
300°
(13.3)

HEVSO
2.4 NM to RW20

(FAF) ORDUH

(IAF) SOUTH BOSTON SBV

759±
736

779±
743

716

Procedure NA for arrival on SBV VORTAC
airway radials 252 CW 300.

MISSED APCH FIX



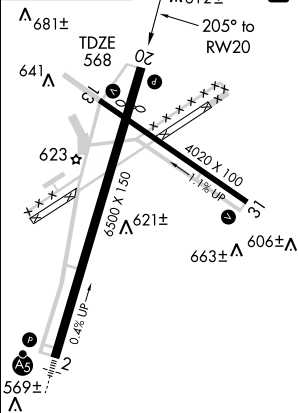
Λ 1226

MSA RW 20 25 NM

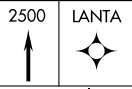
3300

ELEV 571

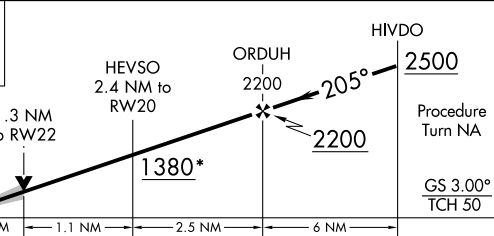
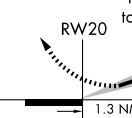
Λ 612±



HIRL Rwy 2-20
MIRL Rwy 13-31
REIL Rws 13, 20 and 31



*LNAV only.



CATEGORY	A	B	C	D
LPV DA	768-3¼		200 (200-¾)	
LNAV/VNAV DA	1026-1½		458 (500-1½)	
LNAV MDA	1020-1 452 (500-1)		1020-1¼ 452 (500-1¼)	1020-1½ 452 (500-1½)
CIRCLING	1080-1 509 (600-1)		1080-1½ 509 (600-1½)	1140-2 569 (600-2)

VOR DAN	APP CRS	Rwy Idg	5600
113.1	195°	TDZE	568
		Apt Elev	571

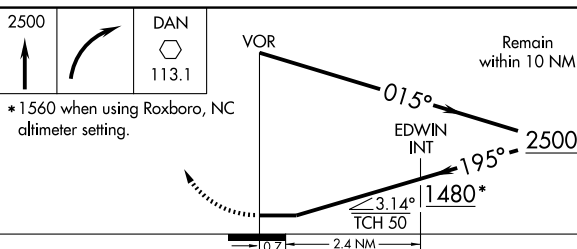
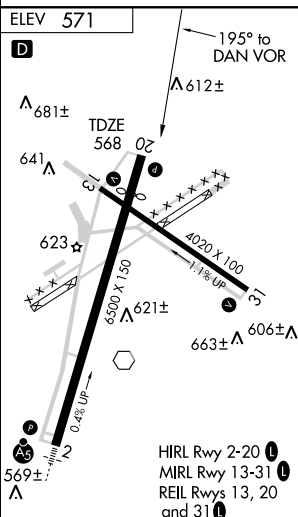
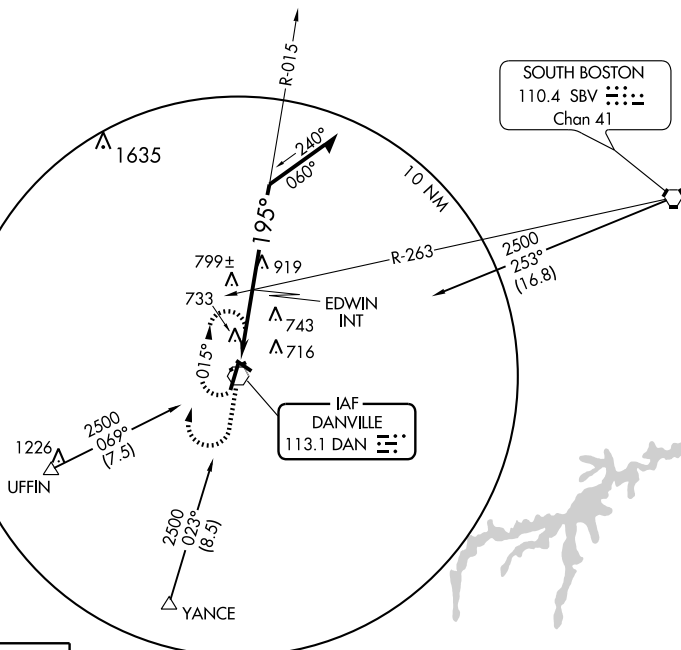
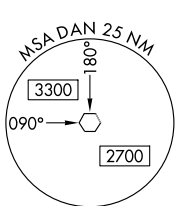
VOR RWY 20
DANVILLE RGNL (DAN)

T When local altimeter setting not received, use Roxboro, NC altimeter setting and increase all
A MDA 80 feet, increase S-20 and Circling Cats B and C visibility $\frac{1}{4}$ mile, when using EDWIN
 fix minimums increase S-20 Cats C and D visibility $\frac{1}{4}$ mile. Circling NA at night to Rwy 31.

MISSED APPROACH: Climb to 2500 then right turn direct DAN VOR and hold.

ASOS
128,125

WASHINGTON CENTER
124.05 307.0

UNICOM
123.05 (CTAF) **L**

CATEGORY	A	B	C	D
S-20	1480-1¼ 912 (1000-1¼)		1480-2¾ 912 (1000-2¾)	1480-3 912 (1000-3)
CIRCLING	1480-1¼ 909 (1000-1¼)		1480-2¾ 909 (1000-2¾)	1480-3 909 (1000-3)
EDWIN FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-20	1060-1 492 (500-1)		1060-1¼ 492 (500-1¼)	1060-1½ 492 (500-1½)
CIRCLING	1080-1 509 (600-1)		1080-1½ 509 (600-1½)	1140-2 569 (600-2)

DANVILLE, VIRGINIA
Amdt 2 08APR10

36°34'N - 79°20'W

DANVILLE RGNL (DAN)
VOR RWY 20

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010

DAVISON AAF (FORT BELVOIR) (DAA)(KDA) A (ARNG) 3 NW UTC-5(-4DT)

WASHINGTON

N38°42.90' W77°10.87'

COPTER

73 B TPA—See Remarks NOTAM FILE DCA Not insp.

H-10H, 12I, L-29E, 34E, 36I, A

RWY 14-32: H5618X75 (ASPH) PCN 27 F/A/W/T HIRL 0.4% up NW

DIAP

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 59'. Thld dsplcd 600'.

RWY 32: MALSF. REIL. Thld dsplcd 900'.

MILITARY SERVICE: LGT When twr clsd HIRL Rwy 14-32 preset med ints.

FUEL J8. Avbl Mon-Fri 1130-0330Z†,

weekends and holidays, 1300-2200Z†, other times 2 hr PPR.

OIL 0-123-128-148-156.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. **RSTD** Official Business Only. PPR 24 hr notice for all non DAA based acft. ctc Base Ops weekdays 1200-2100Z†, DSN 656-7683/7682, C703-806-7682/7683.24 hr PPR NVESD ramp, DSN 656-7675/7676, C703-806-7675/7676. **CAUTION** Expect shear/crosswind shift touch down zone Rwy 32 during SW-NW wind. Bird and deer hazard. **TFC PAT** TPA—Fixed wing SW 1500(1427), rotary wing NE 1100(1027). **NS ABTMT** Twr will advise of restriction to engine run up, tkf and ldg between Mon-Sat 0300-1300Z†, Sun and holidays 2200-1700Z†. Multiple practice instrument apch or tfc pat work are onlyauthorized Mon-Sat 1300-0300Z†, Sun and holidays 1700-0300Z†. **MISC** Aerodrome bcn lctd 4600' E-NE of afld on top of DLA Bldg. With control twr/opr approval, dep acft may use rwy apc end overrun for tkf roll. Wx obsn augmented/back-up as reg Mon-Fri 1030-0230Z† exc holidays. Auto voice obsn continuous DSN

656-7313. Wx forecast Mon-Fri 1100-0230Z†, exc holidays, other times remote briefing svc avbl 15th OWS, Scott AFB DSN 576-9755, C618-256-9755, fax extension 4855 or https://ows.scott.af.mil. See VFR-S for

Pentagon Heliport. **ARNG** Opr continuously.**COMMUNICATIONS:** CTAF 126.3 ATIS 128.175 230.0 (Mon-Fri 1100-0230Z†, excluding holidays) PTD 139.4 34.1 (VIP arr ctc Base OPS 15 min prior to ldg.)Ⓡ **POTOMAC APP CON** 119.85 322.3

TOWER 126.3 229.4 241.0 (Mon-Fri 1100-0230Z†, excluding holidays)

GND CON 121.9 245.2

CLNC DEL 245.2

Ⓡ **POTOMAC DEP CON** 118.1 343.7

METRO PMSV 139.4 BASE OPS 139.4 34.1 ARNG OPS 52.75

AIRSPACE: CLASS D svc Mon-Fri 1100-0230Z†, excluding holidays other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.

ARMEL (L) VORTAC 113.5 AML Chan 82 N38°56.08' W77°28.00' 145° 18.8 NM to fld. 297/8W.

DAVEE NDB (MHW/LOM) 223.0 DAA N38°39.70' W77°06.61' 323° 4.6 NM to fld. NOTAM FILE DCA. Opr

Mon-Fri 1000-0130Z† except holidays.

ILS/DME 108.9 I-DAA Chan 26 Rwy 32. LOM DAVEE NDB. DAA NDB unusable byd 15 NM.

ASR/PAR (Weekdays 1200-0000Z† excluding holidays, 2 hr PPR other times.)

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

.

HELIPAD 14-32: H450X50 (CONC)

DINWIDDIE CO (See PETERSBURG)**DUBLIN****NEW RIVER VALLEY** (PSK) 2 N UTC-5(-4DT) N37°08.24' W80°40.71'

CINCINNATI

2105 B S2 FUEL 100LL, JET A NOTAM FILE PSK

H-10H, 12H, 6G, L-26I

RWY 06-24: H6201X150 (ASPH) D-60 HIRL 0.5% up SW

IAP

RWY 06: MALSR. Ground.

RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 44'. Brush.

AIRPORT REMARKS: Attended Mon-Fri 1300-0000Z†, Sat-Sun

1400-2300Z†. Military contract fuel unavbl. Deer on and invof

arpt. Customs service on airport. ACTIVATE HIRL Rwy 06-24,

MALSR Rwy 06, REIL Rwy 24 and PAPI Rwy 24—CTAF.

WEATHER DATA SOURCES: AWOS-3 127.375 (540) 674-2731. HIWAS

116.8 PSK.

COMMUNICATIONS: CTAF/UNICOM 122.7

PULASKI RCO 122.3 122.1R 116.8T (LEESBURG RADIO)

ROANOKE APP/DEP CON 126.0 ROANOKE CLNC DEL 121.7

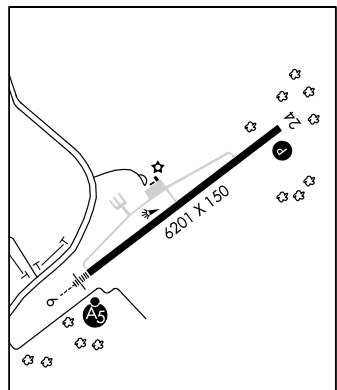
RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.

PULASKI (H) VORTAC 116.8 PSK Chan 115 N37°05.26'

W80°42.77' 031° 2.9 NM to fld. 2120/06W. HIWAS.

ILS 110.9 I-PSK Rwy 06. Class IA. ILS unmonitored

during hours arpt unattended.

**EAGLE'S NEST** (See WAYNESBORO)

LOC I-PSK <u>110.9</u>	APP CRS 058°	Rwy Idg TDZE Apt Elev	6201 2105 2105
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ILS or LOC RWY 6

DUBLIN/NEW RIVER VALLEY (PSK)



Inoperative table does not apply to S-ILS.



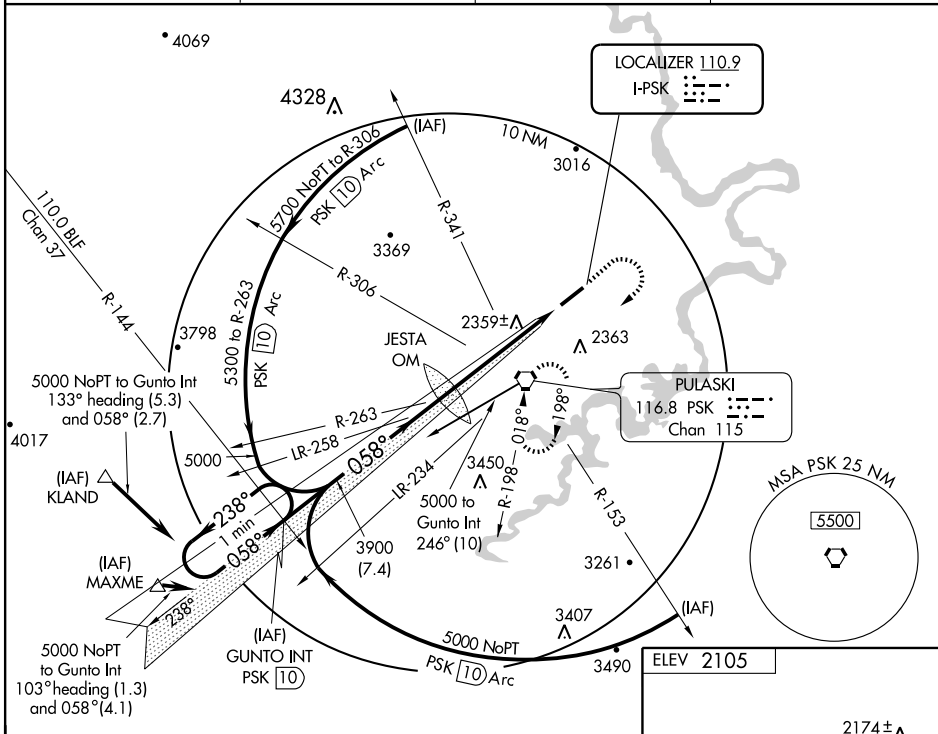
A NA Inoperative table does not apply to 3-LOC & Cats A and B.
 Visibility reduction by helicopters NA.

MALSR

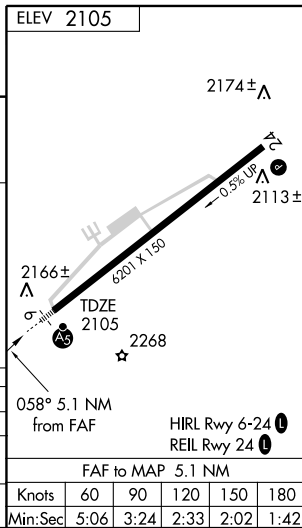
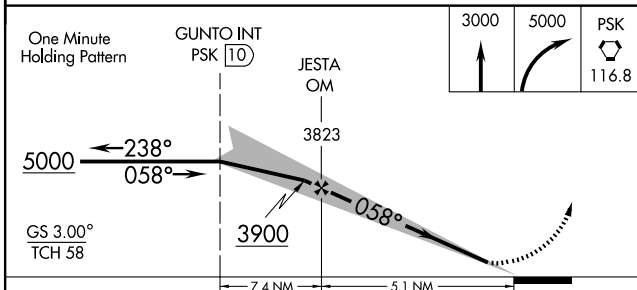


MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 direct PSK VORTAC and hold.

AWOS-3 127.375	ROANOKE APP CON 126.0 339.8	ROANOKE CLNC DEL 121.7	UNICOM 122.7 (CTAF) 1
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NE-3. 23 SEP 2010 to 21 OCT 2010



CATEGORY	A	B	C	D
S-ILS 6	2314-1 209 (300-1)			
S-LOC 6	2620-1 515 (600-1)			2620-1 ¼ 515 (600-1 ¼)
CIRCLING	2620-1 515 (600-1)	2620-1 ½ 515 (600-1 ½)		2680-2 575 (600-2)

DUBLIN, VIRGINIA

Amdt 4B 09295

37°08'N - 80°41'W

DUBLIN/NEW RIVER VALLEY (PSK)

ILS or LOC RWY 6

WAAS Chan 86227 W24A	APP CRS 238°	Rwy Idg TDZE Apt Elev	6201 2087 2105
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RNAV (GPS) RWY 24

DUBLIN/ NEW RIVER VALLEY (PSK)

V DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
A NA VDP and Baro-VNAV NA when using Virginia Tech/Montgomery Executive
 altimeter setting. If local altimeter setting not received, use Virginia Tech/
 Montgomery Executive altimeter setting and increase all DAs/MDAs 40 feet.

MISSED APPROACH: Climb to 5000
 direct GUNTO and hold.

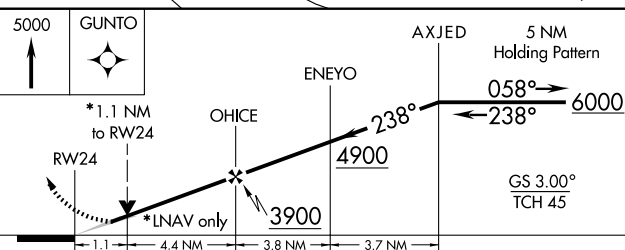
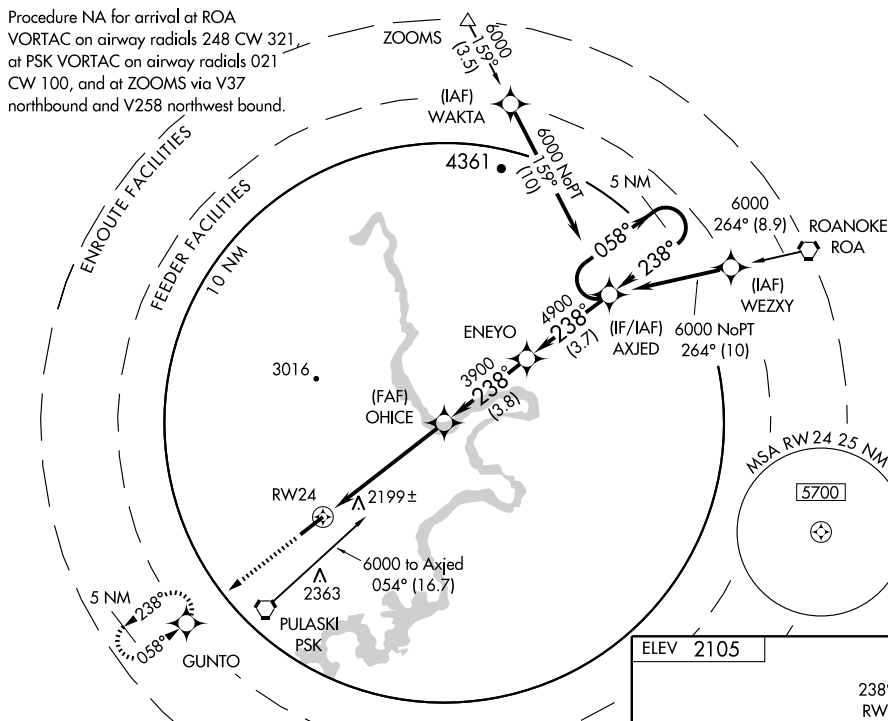
AWOS-3
127.375

ROANOKE APP CON
126.0 339.8

ROANOKE CLNC DEL
121.7

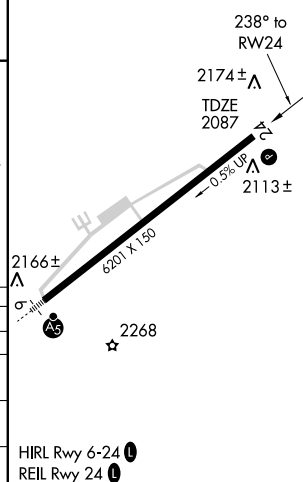
UNICOM
122.7 (CTAF) 0

Procedure NA for arrival at ROA
 VORTAC on airway radials 248 CW 321
 at PSK VORTAC on airway radials 021
 CW 100, and at ZOOMS via V37
 northbound and V258 northwest bound.



CATEGORY	A	B	C	D
LPV DA	2337-1	250 (300-1)		
LNAV/ VNAV DA	2346-1	259 (300-1)		
LNAV MDA	2460-1	373 (400-1)	2460-1¼ 373 (400-1¼)	
CIRCLING	2620-1	515 (600-1)	2660-1½ 555 (600-1½)	2680-2 575 (600-2)

ELEV 2105



VORTAC PSK
116.8
Chan **115**

APP CRS
031°

Rwy Idg
TDZE **6201**
Apt Elev **2105**

VOR/DME or GPS RWY 6

DUBLIN/ NEW RIVER VALLEY (PSK)

▼ Inoperative table does not apply.

MALSR



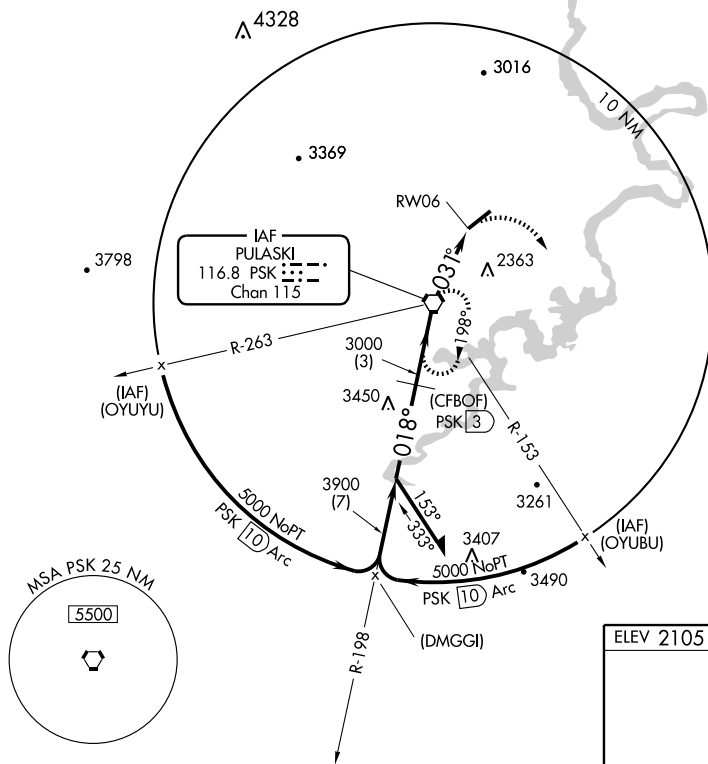
MISSED APPROACH: Climbing right turn to 5000
via heading 120° then direct PSK VORTAC and hold.

AWOS-3
127.375

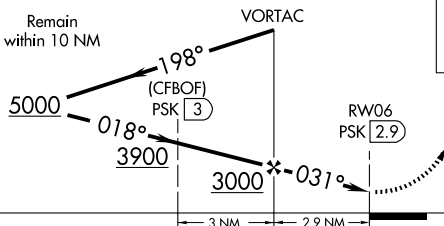
ROANOKE APP CON
126.0 339.8

ROANOKE CLNC DEL
121.7

UNICOM
122.7 (CTAF) **0**



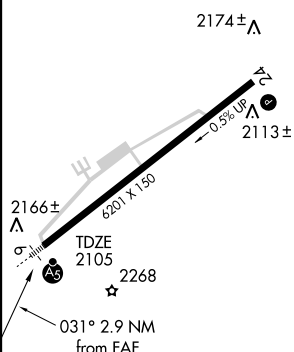
Remain
within 10 NM



5000
HDG 120°

PSK
116.8

ELEV 2105



HIRL Rwy 6-24 **0**
REIL Rwy 24 **0**

CATEGORY	A	B	C	D
S-6	2620-1	515 (600-1)	2620-1½ 515 (600-1½)	2620-1¾ 515 (600-1¾)
CIRCLING	2620-1	515 (600-1)	2620-1½ 515 (600-1½)	2680-2 575 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EMPORIA-GREENSVILLE RGNL (EMV) 3 E UTC-5(-4DT) N36°41.21' W77°28.97'**WASHINGTON**

127 B FUEL 100LL, JET A TPA—See Remarks NOTAM FILE EMV

H-9C, 10H, 12H, L-36G

RWY 15-33: H5010X100 (ASPH) S-30, D-50, 2D-85 MIRL 0.3% up N

IAP

RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Road.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Road.

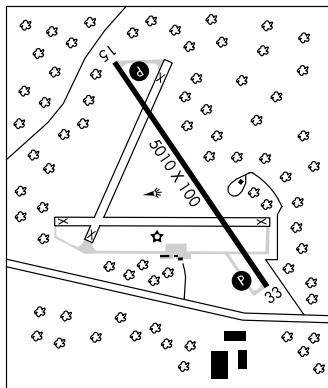
AIRPORT REMARKS: Attended 1400-2200Z±. Deer on and invof arpt.

TPA—1127(1000) light acft, 1627(1500) heavy acft. ACTIVATE

MIRL Rwy 15-33, PAPI Rwy 15 and 33, and REIL Rwy 15 and 33—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.175 (804) 434-0656.**COMMUNICATIONS:** CTAF/UNICOM 123.0**WASHINGTON CENTER APP/DEP CON** 132.025**RADIO AIDS TO NAVIGATION:** NOTAM FILE FKN.**FRANKLIN (L) VORTAC** 110.6 FKN Chan 43 N36°42.85'

W77°00.74' 275° 22.8 NM to fld. 90/09W.

NDB (MHW) 261 ELQ N36°37.08' W77°25.53' 336° 5.0 NM to fld. NOTAM FILE DCA.**ILS** 108.75 I-EMV Rwy 33. Localizer only.**FALLS CHURCH** N38°54.20' W77°10.50'**WASHINGTON**

RCO 122.6 122.2 (LEESBURG RADIO)

COPTER

L-29E, 34F

FALWELL (See LYNCHBURG)**FARMVILLE RGNL** (FVX) 4 NW UTC-5(-4DT) N37°21.45' W78°26.27'**WASHINGTON**

416 B S2 FUEL 100LL, JET A NOTAM FILE FVX

L-36H

RWY 03-21: H4400X75 (ASPH) S-12.5 MIRL

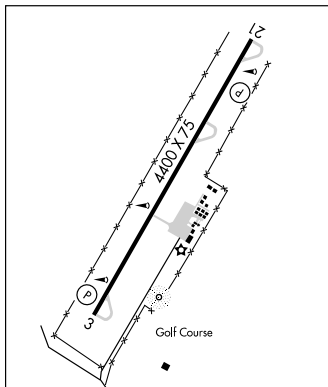
IAP

RWY 03: PAPI(P2L)—GA 3.0° TCH 52'. Tree.

RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 52'. Trees.

AIRPORT REMARKS: Attended 1330-2200Z±. Deer on and in vicinity of arpt. Possible unmanned aerial vehicle operating 5 NM radius Farmville Arpt 3000' AGL and blo. Rwy 03-21 MIRL preset low ints; to increase ints ACTIVATE—CTAF.**WEATHER DATA SOURCES:** AWOS-3 132.725 (434) 392-9718.**COMMUNICATIONS:** CTAF/UNICOM 122.8Ⓡ **WASHINGTON CENTER APP/DEP CON** 135.4**GCO** 135.075 (WASHINGTON CENTER and FLIGHT SERVICES)**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.**FLAT ROCK (H) VORTAC** 113.3 FAK Chan 80 N37°31.71'

W77°49.69' 257° 30.9 NM to fld. 460/06W.

NDB (MHW) 367 FVX N37°21.18' W78°26.25' at fld. NOTAM FILE FVX. Unmonitored when arpt unattended.

LOC I-EMV 108.75	APP CRS 335°	Rwy Idg TDZE Apt Elev	5010 121 127
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LOC RWY 33

EMPORIA-GREENSVILLE RGNL (EMV)

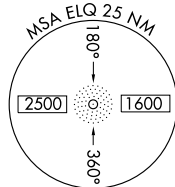
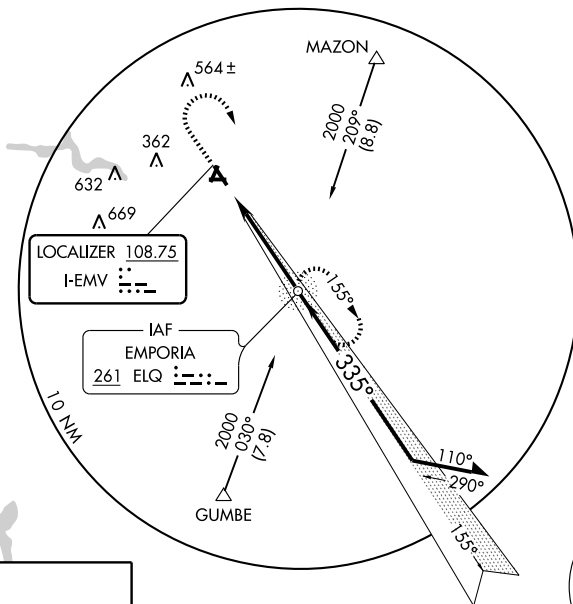


MISSED APPROACH: Climb to 600, then climbing right turn to 2000 direct ELQ NDB and hold.

AWOS-3
124.175

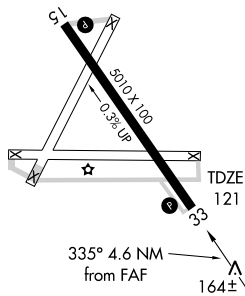
WASHINGTON CENTER
132.025 269.4

UNICOM
123.0 (CTAF) 0



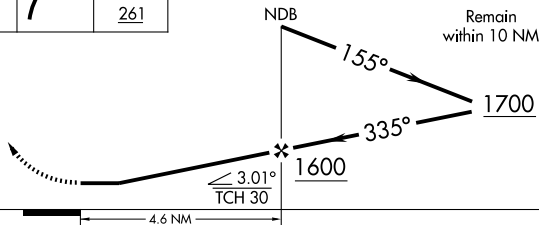
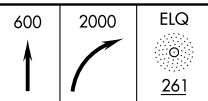
ADF REQUIRED

ELEV 127



REIL Rwy 15 and 33
MIRL Rwy 15-33

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-LOC 33	420-1	299 (300-1)	NA	
CIRCLING	560-1 433 (500-1)	580-1 453 (500-1)	NA	

APP CRS 155°	Rwy Idg 5010
	TDZE 127
	Apt Elev 127

RNAV (GPS) RWY 15

EMPORIA-GREENSVILLE RGNL (EMV)

V Procedure NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ahsoskie altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2000 direct XETIY and hold.

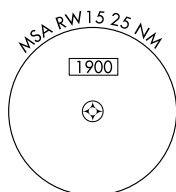
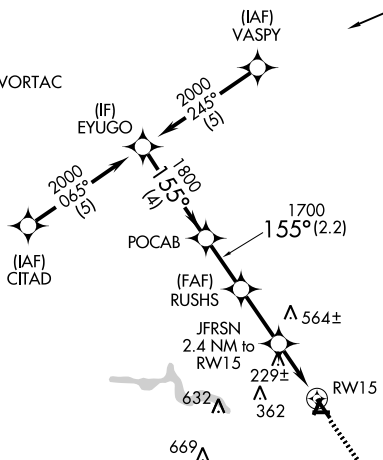
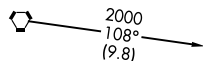
AWOS-3
124.175

WASHINGTON CENTER
132.025 269.4

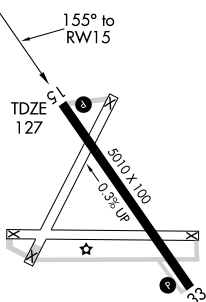
UNICOM
123.0 (CTAF) 0

Procedure NA for arrivals on LVL VORTAC
airway radials 059 CW 106.

LAWRENCEVILLE
LVL



ELEV 127



	EYUGO	POCAB	RUSHS	JFRSN 2.4 NM to RW15	RW15
Procedure Turn NA	2000	1800	1700	920	
	4 NM	2.2 NM	2.4 NM	2.4 NM	
CATEGORY	A	B	C	D	
LNAV MDA	480-1	353 (400-1)	NA	NA	
CIRCLING	560-1 433 (500-1)	580-1 453 (500-1)	NA	NA	

REIL Rwy 15 and 33 **0**
MIRL Rwy 15-33 **0**

APP CRS 335°	Rwy Idg TDZE Apt Elev	5010 121 127
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RNAV (GPS) RWY 33

EMPORIA-GREENSVILLE RGNL (EMV)

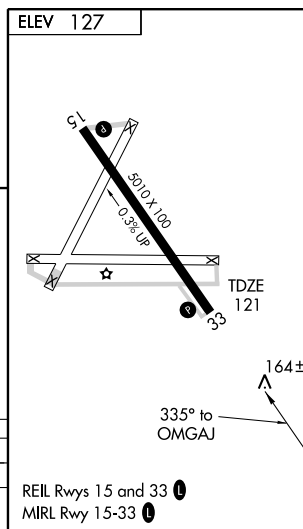
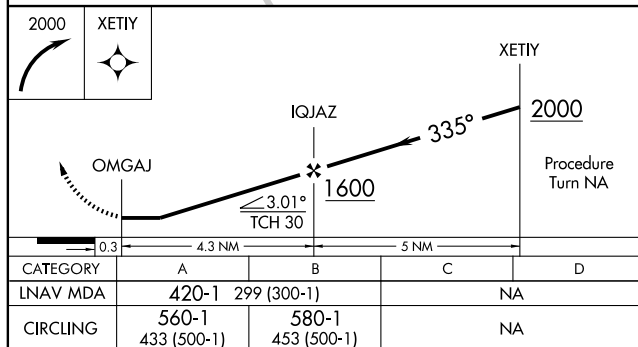
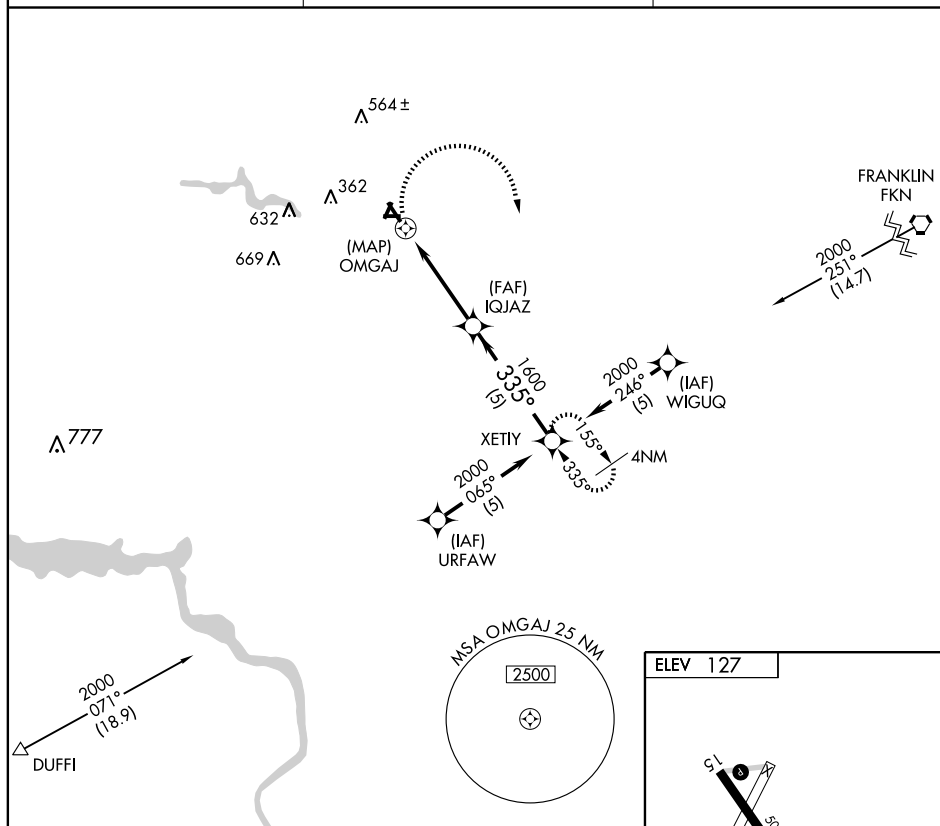
▼ GPS or RNP-0.3 required.
▲ NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn
to 2000 direct XETIY WP and hold.

AWOS-3
124.175

WASHINGTON CENTER
132.025 269.4

UNICOM
123.0 (CTAF) ①



EMPORIA-GREENSVILLE RGNL (EMV) 3 E UTC-5(-4DT) N36°41.21' W77°28.97'**WASHINGTON**

127 B FUEL 100LL, JET A TPA—See Remarks NOTAM FILE EMV

H-9C, 10H, 12H, L-36G

RWY 15-33: H5010X100 (ASPH) S-30, D-50, 2D-85 MIRL 0.3% up N

IAP

RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Road.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Road.

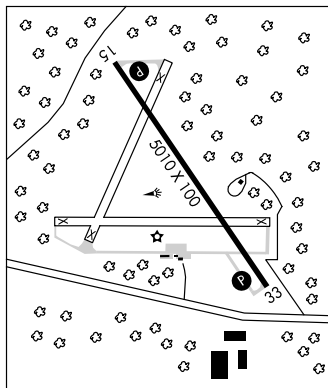
AIRPORT REMARKS: Attended 1400-2200Z±. Deer on and invof arpt.

TPA—1127(1000) light acft, 1627(1500) heavy acft. ACTIVATE

MIRL Rwy 15-33, PAPI Rwy 15 and 33, and REIL Rwy 15 and 33—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.175 (804) 434-0656.**COMMUNICATIONS:** CTAF/UNICOM 123.0**WASHINGTON CENTER APP/DEP CON** 132.025**RADIO AIDS TO NAVIGATION:** NOTAM FILE FKN.**FRANKLIN (L) VORTAC** 110.6 FKN Chan 43 N36°42.85'

W77°00.74' 275° 22.8 NM to fld. 90/09W.

NDB (MHW) 261 ELQ N36°37.08' W77°25.53' 336° 5.0 NM to fld. NOTAM FILE DCA.**ILS** 108.75 I-EMV Rwy 33. Localizer only.**FALLS CHURCH** N38°54.20' W77°10.50'**WASHINGTON**

RCO 122.6 122.2 (LEESBURG RADIO)

COPTER

L-29E, 34F

FALWELL (See LYNCHBURG)**FARMVILLE RGNL** (FVX) 4 NW UTC-5(-4DT) N37°21.45' W78°26.27'**WASHINGTON**

416 B S2 FUEL 100LL, JET A NOTAM FILE FVX

L-36H

RWY 03-21: H4400X75 (ASPH) S-12.5 MIRL

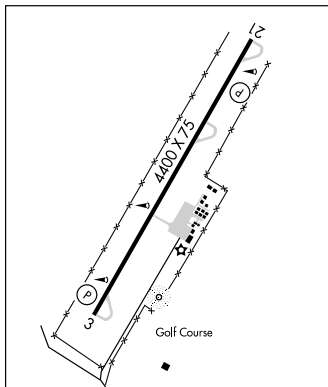
IAP

RWY 03: PAPI(P2L)—GA 3.0° TCH 52'. Tree.

RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 52'. Trees.

AIRPORT REMARKS: Attended 1330-2200Z±. Deer on and in vicinity of arpt. Possible unmanned aerial vehicle operating 5 NM radius Farmville Arpt 3000' AGL and blo. Rwy 03-21 MIRL preset low ints; to increase ints ACTIVATE—CTAF.**WEATHER DATA SOURCES:** AWOS-3 132.725 (434) 392-9718.**COMMUNICATIONS:** CTAF/UNICOM 122.8Ⓡ **WASHINGTON CENTER APP/DEP CON** 135.4**GCO** 135.075 (WASHINGTON CENTER and FLIGHT SERVICES)**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.**FLAT ROCK (H) VORTAC** 113.3 FAK Chan 80 N37°31.71'

W77°49.69' 257° 30.9 NM to fld. 460/06W.

NDB (MHW) 367 FVX N37°21.18' W78°26.25' at fld. NOTAM FILE FVX. Unmonitored when arpt unattended.

NDB FVX 367	APP CRS 039°	Rwy Idg TDZE Apt Elev	4400 410 416
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NDB RWY 3

FARMVILLE RGNL (FVX)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Lynchburg altimeter setting and increase all MDA 160 feet. Increase visibility Cats A and B $\frac{1}{4}$, Cat C $\frac{3}{4}$.

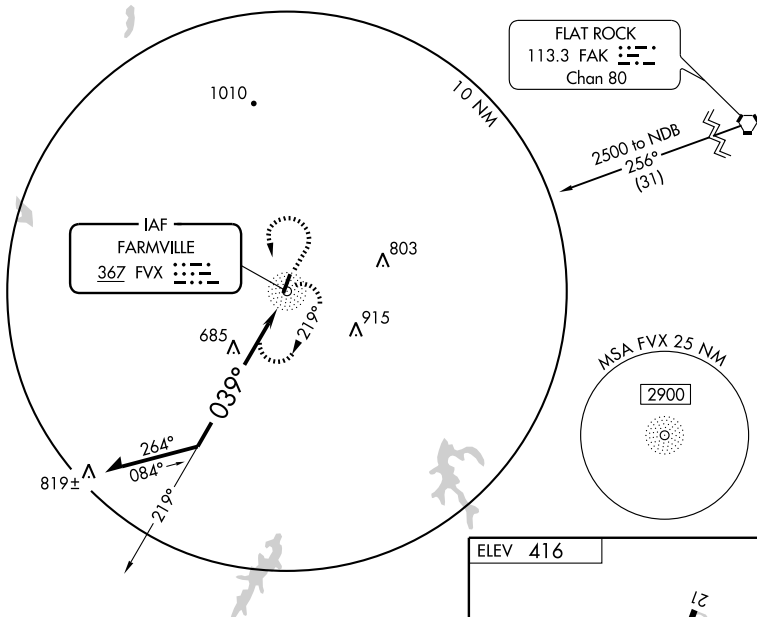
MISSED APPROACH: Climb to 2300 then climbing left turn to 2500 direct FVX NDB and hold.

AWOS-3
132.725

WASHINGTON CENTER
135.4 263.1

GCO
135.075

UNICOM
122.8 (CTAF) **0**



ELEV 416

Remain within 10 NM

2500

NDB

219°

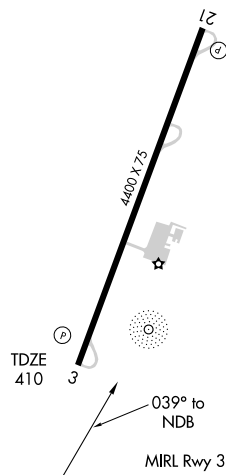
039°

2300

2500

FVX

CATEGORY	A	B	C	D
S-3	1220-1 810 (900-1)	1220-1¼ 810 (900-1¼)	1220-2¼ 810 (900-2¼)	NA
CIRCLING	1220-1 804 (900-1)	1220-1¼ 804 (900-1¼)	1220-2¼ 804 (900-2¼)	NA



WAAS CH 49017 W03A	APP CRS 029°	Rwy Idg TDZE 410 Apt Elev 416
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RNAV (GPS) RWY 3

FARMVILLE RGNL (FVX)

▼ Baro-VNAV NA when using Lynchburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Lynchburg altimeter setting and increase all DA 158 feet and all MDA 160 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats; LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct BODRY and hold.

AWOS-3
132.725

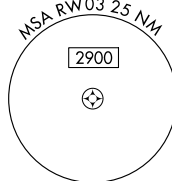
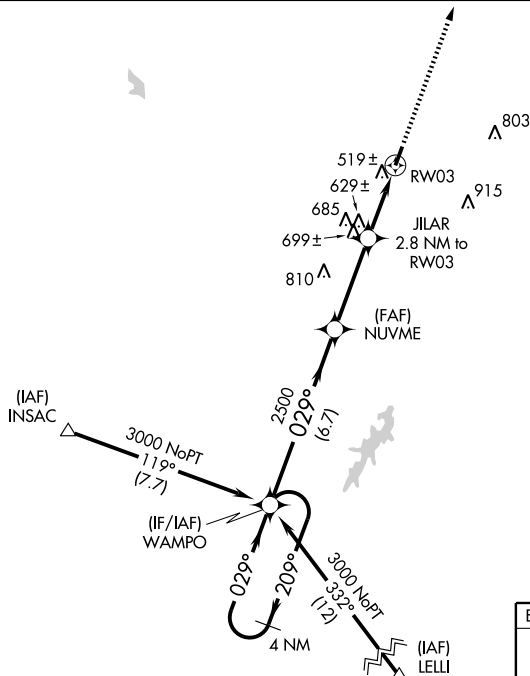
WASHINGTON CENTER
135.4 263.1

GCO
135.075

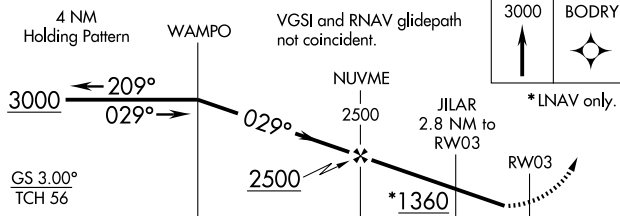
UNICOM
122.8 (CTAF) 0

• 1151

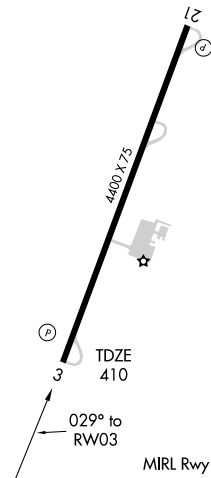
MISSED APCH FIX



ELEV 416



CATEGORY	A	B	C	D
LPV DA	720-1 310 (400-1)			NA
LNAV/VNAV DA	812-1½ 402 (400-1½)			NA
LNAV MDA	880-1	470 (500-1)	880-1¼ 470 (500-1¼)	NA
CIRCLING	900-1	484 (500-1)	900-1½ 484 (500-1½)	NA



WAAS CH 70517 W21A	APP CRS 209°	Rwy Idg TDZE Apt Elev	4400 416 416
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RNAV (GPS) RWY 21

FARMVILLE RGNL (FVX)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lynchburg altimeter setting and increase all DA 158 feet and all MDA 160 feet. Increase LPV all Cats, LNAV and Circling Cat C visibility ½ mile; increase LNAV/VNAV visibility ¾ mile all Cats.

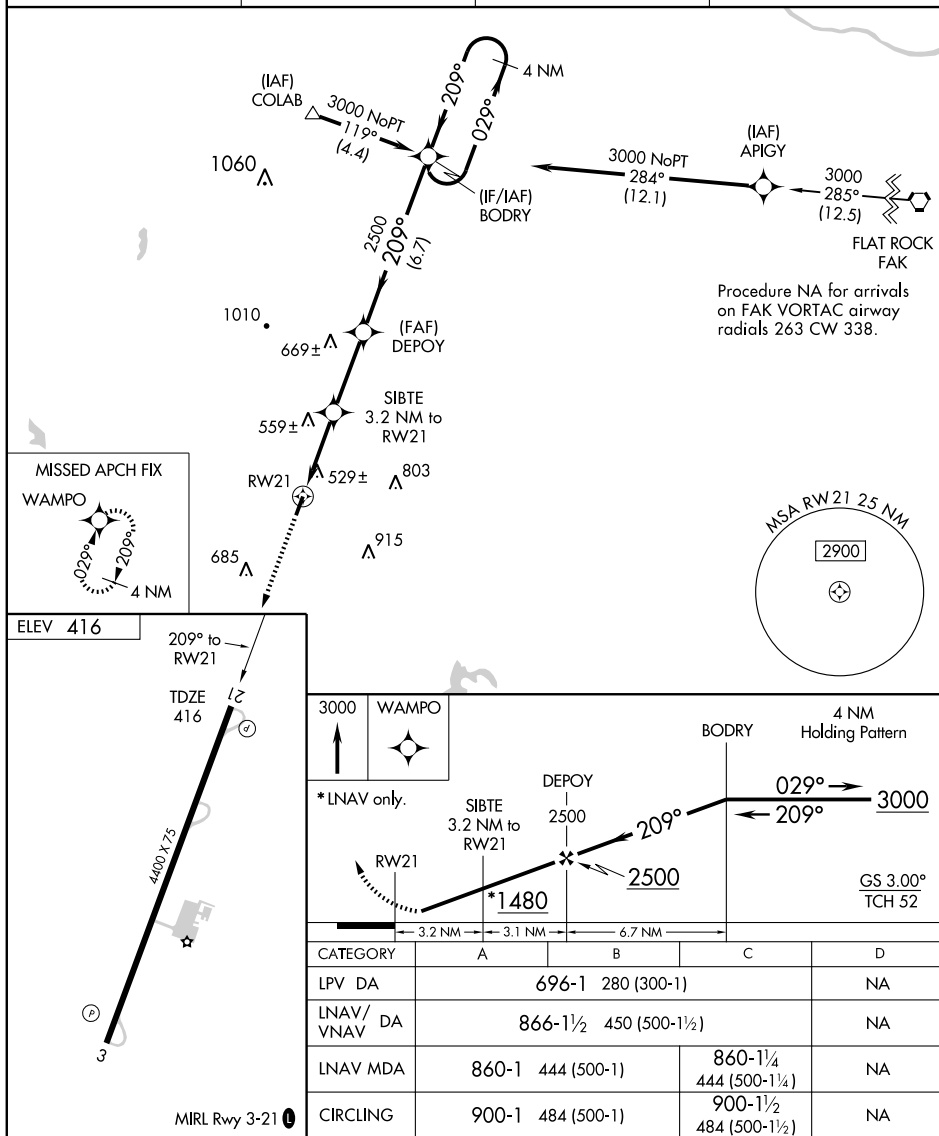
MISSED APPROACH:
Climb to 3000 direct
WAMPO and hold.

AWOS-3
132.725

WASHINGTON CENTER
135.4 263.1

GCO
135.075

UNICOM
122.8 (CTAF) 0



NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

DAVISON AAF (FORT BELVOIR) (DAA)(KDA) A (ARNG) 3 NW UTC-5(-4DT)

WASHINGTON

N38°42.90' W77°10.87'

COPTER

73 B TPA—See Remarks NOTAM FILE DCA Not insp.

H-10H, 12I, L-29E, 34E, 36I, A

RWY 14-32: H5618X75 (ASPH) PCN 27 F/A/W/T HIRL 0.4% up NW

DIAP

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 59'. Thld dsplcd 600'.

RWY 32: MALSF. REIL. Thld dsplcd 900'.

MILITARY SERVICE: LGT When twr clsd HIRL Rwy 14-32 preset med ints.

FUEL J8. Avbl Mon-Fri 1130-0330Z†,

weekends and holidays, 1300-2200Z†, other times 2 hr PPR.

OIL 0-123-128-148-156.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. RSTD Official Business Only. PPR 24 hr notice for all non DAA based acft. ctc Base Ops weekdays 1200-2100Z†, DSN 656-7683/7682, C703-806-7682/7683.

24 hr PPR NVESD ramp, DSN 656-7675/7676, C703-806-7675/7676. CAUTION Expect shear/crosswind shift touch down zone Rwy 32 during SW-NW wind. Bird and deer hazard. TFC PAT TPA—Fixed wing SW 1500(1427), rotary wing NE 1100(1027). NS ABTMT Twr will advise of restriction to engine run up, tkf and ldg between Mon-Sat 0300-1300Z†, Sun and holidays 2200-1700Z†. Multiple practice instrument apch or tfc pat work are only

authorized Mon-Sat 1300-0300Z†, Sun and holidays 1700-0300Z†. MISC Aerodrome bcn lctd 4600' E-NE of afld on top of DLA Bldg. With control twr/opr approval, dep acft may use rwy ap end overrun for tkf roll. Wx obsn augmented/back-up as reg Mon-Fri 1030-0230Z† exc holidays. Auto voice obsn continuous DSN

656-7313. Wx forecast Mon-Fri 1100-0230Z†, exc holidays, other times remote briefing svc avbl 15th OWS,

Scott AFB DSN 576-9755, C618-256-9755, fax extension 4855 or https://ows.scott.af.mil. See VFR-S for Pentagon Heliport. ARNG Opr continuously.

COMMUNICATIONS: CTAF 126.3 ATIS 128.175 230.0 (Mon-Fri 1100-0230Z†, excluding holidays) PTD 139.4 34.1 (VIP arr ctc Base OPS 15 min prior to ldg.)

Ⓡ POTOMAC APP CON 119.85 322.3

TOWER 126.3 229.4 241.0 (Mon-Fri 1100-0230Z†, excluding holidays)

GND CON 121.9 245.2

CLNC DEL 245.2

Ⓡ POTOMAC DEP CON 118.1 343.7

METRO PMSV 139.4 BASE OPS 139.4 34.1 ARNG OPS 52.75

AIRSPACE: CLASS D svc Mon-Fri 1100-0230Z†, excluding holidays other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.

ARMEL (L) VORTAC 113.5 AML Chan 82 N38°56.08' W77°28.00' 145° 18.8 NM to fld. 297/8W.

DAVEE NDB (MHW/LOM) 223.0 DAA N38°39.70' W77°06.61' 323° 4.6 NM to fld. NOTAM FILE DCA. Opr

Mon-Fri 1000-0130Z† except holidays.

ILS/DME 108.9 I-DAA Chan 26 Rwy 32. LOM DAVEE NDB. DAA NDB unusable byd 15 NM.

ASR/PAR (Weekdays 1200-0000Z† excluding holidays, 2 hr PPR other times.)

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

• • • • •

HELIPAD 14-32: H450X50 (CONC)

DINWIDDIE CO (See PETERSBURG)

DUBLIN

NEW RIVER VALLEY (PSK) 2 N UTC-5(-4DT) N37°08.24' W80°40.71'

CINCINNATI

2105 B S2 FUEL 100LL, JET A NOTAM FILE PSK

H-10H, 12H, 6G, L-26I

RWY 06-24: H6201X150 (ASPH) D-60 HIRL 0.5% up SW

IAP

RWY 06: MALSR. Ground.

RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 44'. Brush.

AIRPORT REMARKS: Attended Mon-Fri 1300-0000Z†, Sat-Sun 1400-2300Z†. Military contract fuel unavbl. Deer on and invof arpt. Customs service on airport. ACTIVATE HIRL Rwy 06-24,

MALSR Rwy 06, REIL Rwy 24 and PAPI Rwy 24—CTAF.

WEATHER DATA SOURCES: AWOS-3 127.375 (540) 674-2731. HIWAS

116.8 PSK.

COMMUNICATIONS: CTAF/UNICOM 122.7

PULASKI RCO 122.3 122.1R 116.8T (LEESBURG RADIO)

ROANOKE APP/DEP CON 126.0 ROANOKE CLNC DEL 121.7

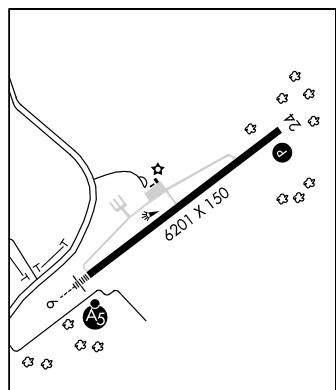
RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.

PULASKI (H) VORTAC 116.8 PSK Chan 115 N37°05.26'

W80°42.77' 031° 2.9 NM to fld. 2120/06W. HIWAS.

ILS 110.9 I-PSK Rwy 06. Class IA. ILS unmonitored

during hours arpt unattended.



EAGLE'S NEST (See WAYNESBORO)

LOC/DME I-DAA 108.9 Chan 26	APCH CRS 322°	Rwy Idg 4727 TDZE 66 Arpt Elev 73
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AL-5504 [USA]

DAVISON AAF (KDAA)

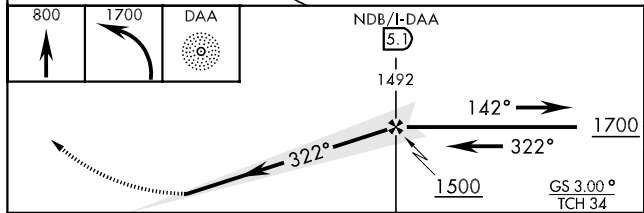
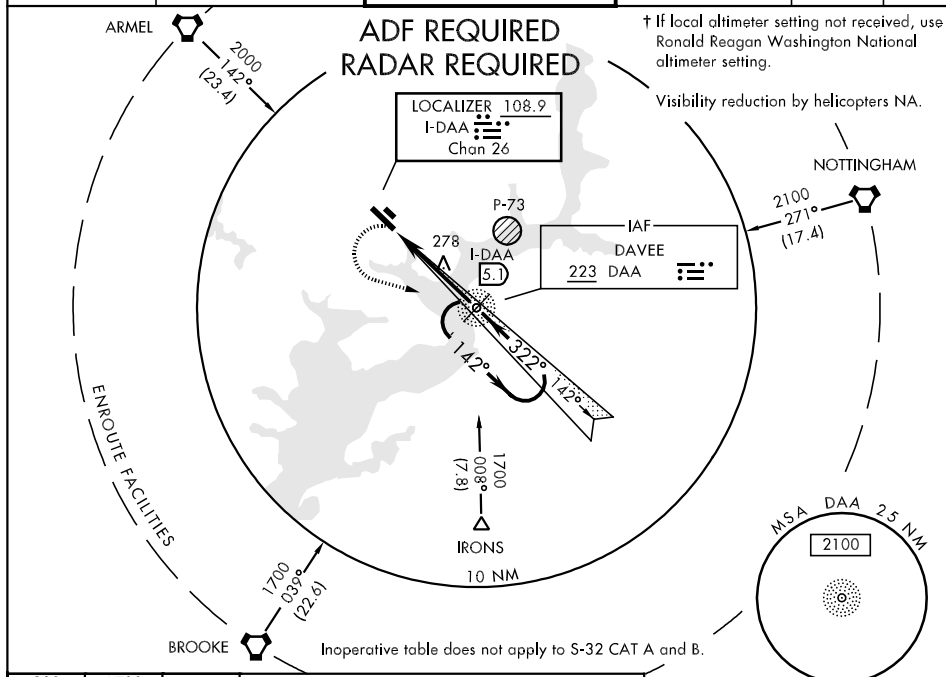


* When ALS inop, increase CAT D vis to 1½ miles.
 ** When ALS inop, increase CAT C vis to 1½ miles,
 CAT D vis to 1¾ miles.

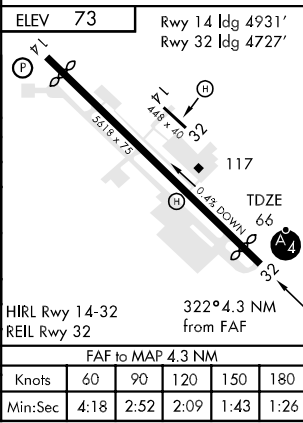


MISSED APPROACH: Climb to 800, then climbing left turn to 1700 direct DAA NDB and hold; or when directed by ATC, climb to 800, then climbing left turn to 2000 hdg 190° within 10 NM, expect radar vectors.

ATIS 128.175 230.0	POTOMAC APP CON 119.85 322.3	DAVISON TOWER ★ 126.3 (CTAF) 0 229.4	GND CON 121.9 245.2	CLNC DEL 245.2	PAR
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CATEGORY	A	B	C	D
S-ILS 32	346/50 280 (300-1)			
S-LOC 32 *	540/50 474 (500-1)			540/60 474 (500-1¼)
CIRCLING	740-1 667 (700-1)		740-1¾ 667 (700-1¾)	760-2¼ 687 (700-2¼)
† RONALD REAGAN WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
S-ILS 32	379/50 313 (400-1)			
S-LOC 32 **	580/50 514 (600-1)		580/60 514 (600-1¼)	580-1½ 514 (600-1½)
CIRCLING	780-1 707 (800-1)		780-2 707 (800-2)	800-2¼ 727 (800-2¼)



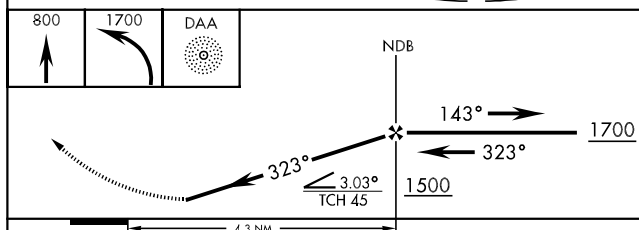
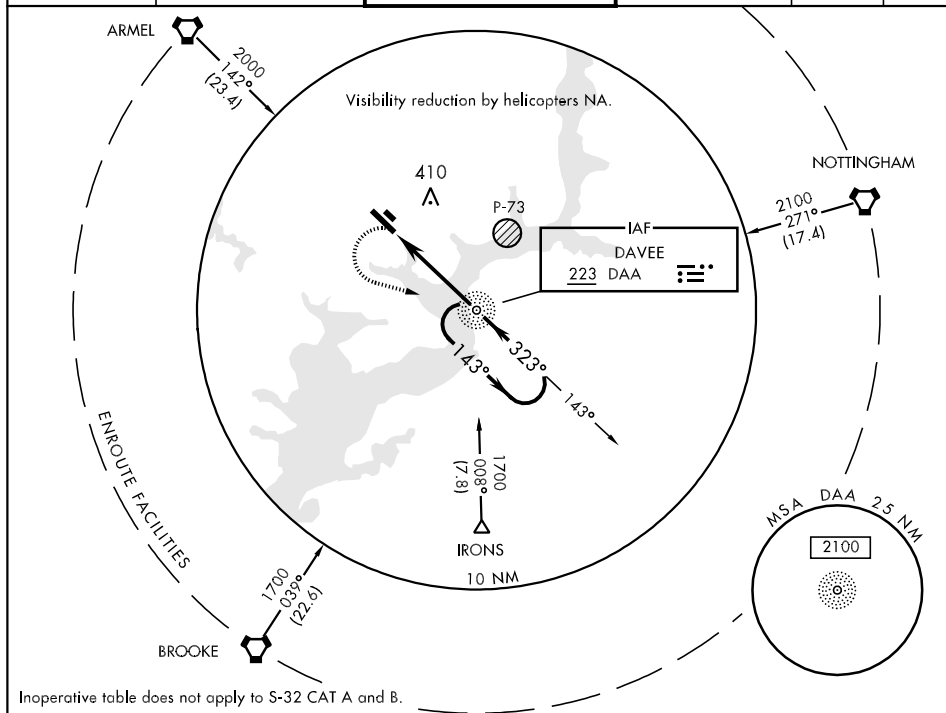
NDB DAA 223	APCH CRS 323°	Rwy Idg TDZE Arpt Elev 4727 66 73
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AL-5504 [USA]

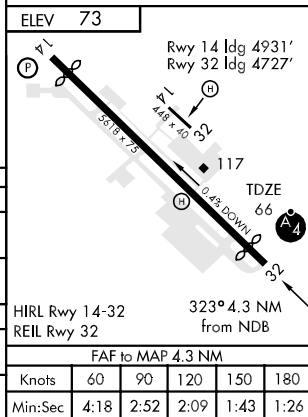
DAVISON AAF (KDAF)

T	* When ALS inop, increase CAT D vis to 2 1/4 miles. ** If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.	MALSF 	MISSED APPROACH: Climb to 800 then climbing left turn to 1700 direct DAA NDB and hold.
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ATIS 128.175 230.0	POTOMAC APP CON 119.85 322.3	DAVISON TOWER ★ 126.3 (CTAF) 0 229.4	GND CON 121.9 245.2	CLNC DEL 245.2	PAR
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CATEGORY	A	B	C	D
S-32 *	740/50	674 (700-1)	740-1 3/4 674 (700-1 3/4)	740-2 674 (700-2)
CIRCLING	740-1	667 (700-1)	740-1 3/4 667 (700-1 3/4)	760-2 1/4 687 (700-2 1/4)
** RONALD REAGAN WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
S-32 *	780/50	714 (800-1)	780-1 3/4 714 (800-1 3/4)	780-2 714 (800-2)
CIRCLING	780-1	707 (800-1)	780-1 3/4 707 (800-1 3/4)	800-2 1/4 727 (800-2 1/4)



APCH CRS **323°**
 Rwy ldg **4727**
 TDZE **66**
 Arpt Elev **73**

AL-5504 [USA]

DAVISON AAF (KDAA)



- * When ALS inop, increase CAT D vis to 1½ miles.
- ** When ALS inop, increase CAT C vis to 1½ miles, and CAT D to 1¾ miles.



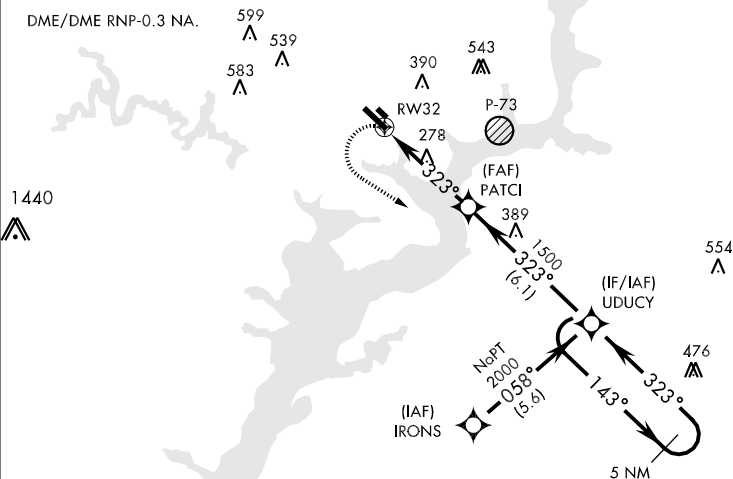
MISSED APPROACH: Climbing left turn to 2000 direct UDUY and hold.

ATIS 128.175 230.0	POTOMAC APP CON 119.85 322.3	DAVISON TOWER ★ 126.3 (CTAF) 0 229.4	GND CON 121.9 245.2	CLNC DEL 245.2	PAR
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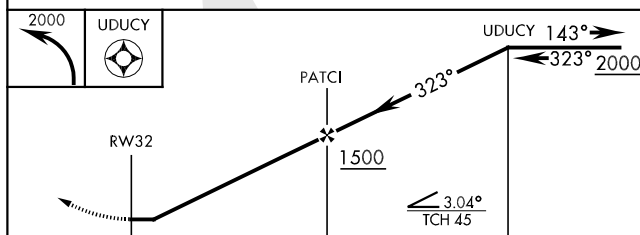
† If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.

Visibility reduction by helicopters NA.

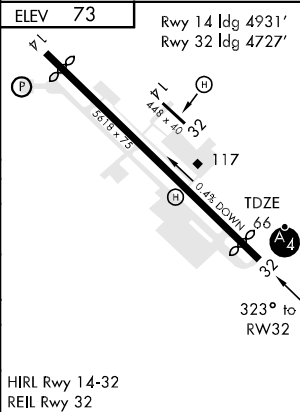
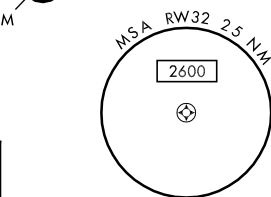
DME/DME RNP-0.3 NA.



Inoperative table does not apply to S-32 CAT A and B.

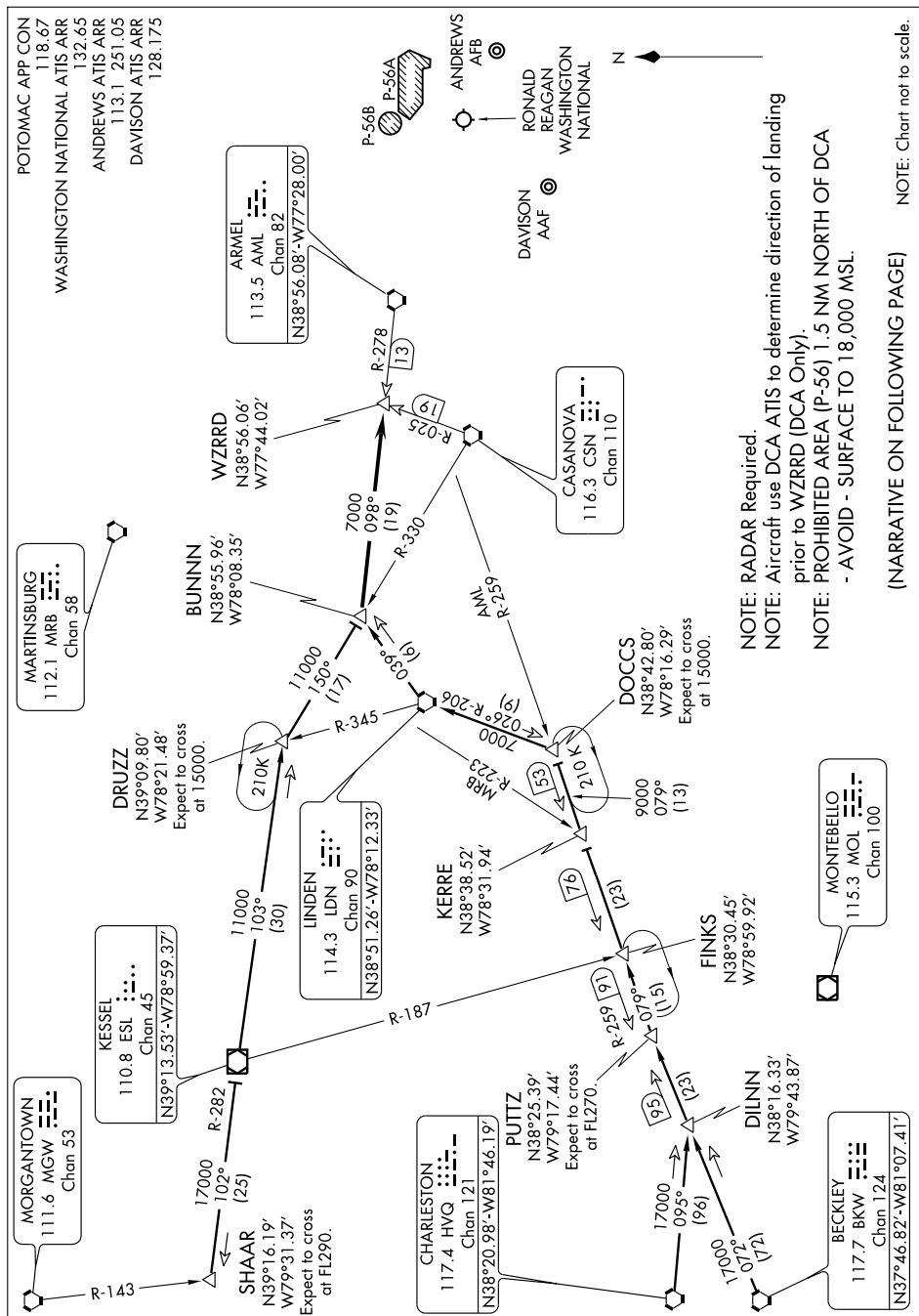


	<div><div></div><div>4.3 NM</div><div></div></div>				
CATEGORY	A		B	C	D
RNAV MDA *	540/50 474 (500-1)				540/60 474 (500-1¼)
CIRCLING	740-1 667 (700-1)		740-1¾ 667 (700-1¾)	760-2 ¼ 687 (700-2¼)	
† RONALD REAGAN WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS					
RNAV MDA **	580/50 514 (600-1)		580/60 514 (600-1¼)	580-1½ 514 (600-1½)	
CIRCLING	780-1 707 (800-1)		780-2 707 (800-2)	800-2½ 727 (800-2½)	



WZRRD TWO ARRIVAL

WASHINGTON, DC



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

WZRRD TWO ARRIVAL

(WZRRD, WZRRD2) 09071

WASHINGTON, DC

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.WZRRD2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence

CHARLESTON TRANSITION (HVQ.WZRRD2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence

SHAAR TRANSITION (SHAAR.WZRRD2): From over SHAAR INT via ESL R-282 to ESL VOR/DME, then via R-103 to DRUZZ INT, then via CSN R-330 to BUNNN, thence

. . . . from over BUNNN INT via AML R-278 to WZRRD INT. Expect vectors to final approach course after WZRRD INT.

NE-3, 23 SEP 2010 to 21 OCT 2010

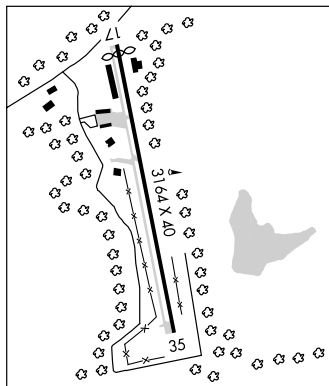
NE-3, 23 SEP 2010 to 21 OCT 2010

FELKER AAF (FORT EUSTIS) (FAF)(KFAF) A O N UTC-5(-4DT) N37°07.95' W76°36.53' **WASHINGTON**
 11 B TPA-See Remarks NOTAM FILE DCA Not insp. **L-34E, 35D, 36H**
RWY 14-32: H3025X75 (ASPH) PCN 13 F/B/Y/T HIRL **DIAP**
RWY 14: ODALS. PVASI(P SIL). Rgt ttc. **RWY 32:** PVASI(P SIL).
MILITARY SERVICE: LGT ACTIVATE HIRL RWY 14-32, PSIL Rwy 14 and Rwy 32-CTAF. ODALS Rwy 14 controlled by twr.
JASU 2(AGPU) FUEL J8. TRAN ALERT Svc avbl Mon-Fri 1100-2100Z except Federal holidays.
MILITARY REMARKS: Base OPS Mon-Fri 1200-2200Z except holidays, DSN 826-3588/2584,
 C757-878-3398/3588. **RSTD** Acft entering from south-southeast maximum altitude 500' due to instrument apch
 into Newport News/Williamsburg Arpt. No hazardous Cargo Area avbl. **CAUTION** Deer and bird hazard. No overflight
 main post. Eagle Management Area 1 NM south AER 32 at east shore James River and Morrison Creek. Avoid
 over flight blo 1000' and 750' horizontally. No fly area 1.6 NM SE Rwy 32 to include entire peninsula. **TFC PAT**
 TPA-Fixed wing 999(988), rgt ttc Rwy 14. Rotary wing 499(488). **MISC** Wx forecast on duty Mon-Fri
 1030-0400Z except holidays. C757-878-5300, DSN 826-5300, (fax) DSN 826-2817. Remote briefing avbl
 from 15 OWS Scott AFB, IL, DSN 576-9755/9702, C618-256-9755/9702, (fax) DSN 576-4855
 http://ows.scott.af.mil. Wx obsn avbl 24 hrs at http://160.138.118.174/pv/localtop.htm or C757-878-5314.
 Supplemented Wx obsn avbl as rqr 1100-0400Z Mon-Fri exp exc federal holidays. Prevailing visibility may not
 be representative of entire airfield due to tree/bldg obstruction ½ SM NW-NE, ¼ to ¾ SM all other quads on
 auto obsn. Wind speeds may not be representative of entire airfield due to bldg obstruction to NE. RVR reporting
 capabilities not avbl. ATC will assist in cooperative wx watch (CWW) by notifying forecaster of unreported wx
 conditions. When twr and/or surface visibility is blo 4 SM, the lesser value is reported as prevailing during
 supplemented wx obsn. FAA Leesburg FSS C800-992-7433. Heli-deck marking located north of and adjacent to
 the approach of Rwy 14.
COMMUNICATIONS: CTAF 126.3
(R) NORFOLD APP/DEP CON 125.7 335.625
TOWER 126.3 269.25 (Mon-Fri 1200-0400Z except Federal holidays) **GND CON** 121.35 229.4
PMSV METRO 134.1 (Monitored Mon-Fri 1000-2200Z except holidays. Maximum range 30 NM.)
BASE OPS 134.1
AIRSPACE: CLASS D svc Mon-Fri 1200-0400Z, except Federal holidays, other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
NDB (MHW) 226 FAF N37°08.33' W76°37.11' at fld. Unmonitored when twr clsd. Unusable byd 20 NM.

FLAT ROCK N37°31.71' W77°49.69' NOTAM FILE DCA. **WASHINGTON**
(H) VORTAC 113.3 FAK Chan 80 122° 16 NM to Chesterfield Co. 460/06W. **H-10H, L-36H**
 VOR portion unusable:
 111°-169° byd 30 NM
 111°-169° blo 2600'
 274°-337°
RCO 122.1R 113.3T (LEESBURG RADIO)

FOREST

NEW LONDON (W9Ø) 6 SW UTC-5(-4DT) N37°16.31' W79°20.15' **CINCINNATI**
 849 S2 **FUEL** MOGAS, 100LL NOTAM FILE DCA **L-26J**
RWY 17-35: H3164X40 (ASPH)
RWY 17: Thld dspcd 115'. Ground.
RWY 35: Trees.
AIRPORT REMARKS: Attended 1430-2300Z. Parachute Jumping.
 Ultralgt acft on and invof arpt. Rwy used as drag strip on Sundays
 summer months. NOTAMED when arpt CLOSED.
COMMUNICATIONS: CTAF/UNICOM 122.8
(R) ROANOKE APP/DEP CON 125.47 (East of LYH VORTAC) 135.0 (West of
 LYH VORTAC)
RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.
LYNCHBURG (L) VORTAC 109.2 LYH Chan 29 N37°15.28'
 W79°14.19' 287° 4.9 NM to fld. 880/05W. **HIWAS.**




FORT A P HILL (See A P HILL)

FORT BELVOIR (See DAVISON AAF)

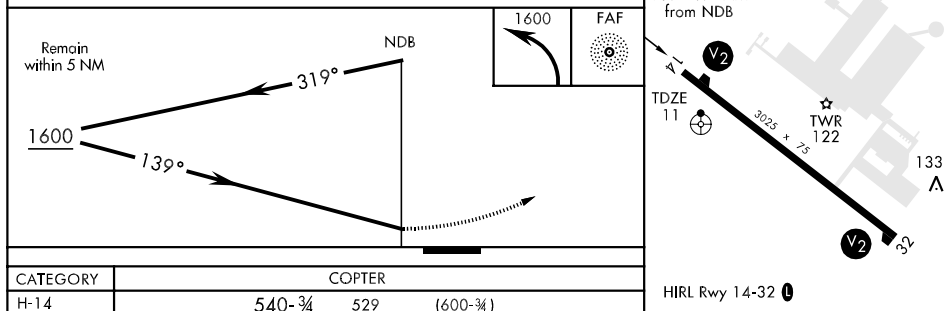
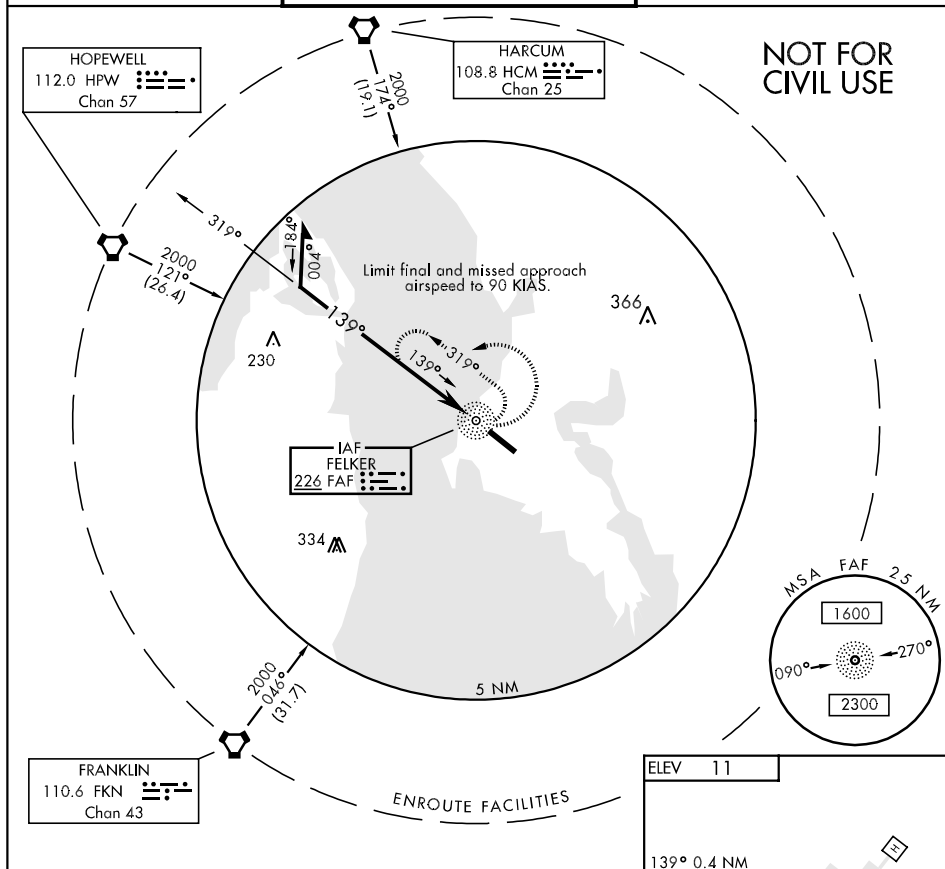
NDB FAF 226	APCH CRS 139°	Rwy Idg TDZE Arpt Elev 3025 11 11
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AL-5211 [USA]

FELKER AAF (KFAF)

▲ When local altimeter setting not received, use Newport News/Williamsburg Intl altimeter setting and increase all MDAs 20 FT.	ODALS 	MISSED APPROACH: Climbing left turn to 1600 in FAF NDB holding pattern.
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NORFOLK APP CON 125.7 335.625	FELKER TOWER ★ 126.3 (CTAF) 0 269.25	GND CON 121.35 229.4
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FORT EUSTIS, VIRGINIA

37° 08'N-76° 37'W

FELKER AAF (KFAF)

Amdt 4 10210

COPTER NDB RWY 14

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

APCH CRS 139°	Rwy Idg TDZE Arpt Elev	3025 11 11
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AL-5211 [USA]

FELKER AAF (KFAF)

▲ When local altimeter setting not received, use Newport News/Williamsburg Intl altimeter setting and increase MDA 20 feet. VDP NA when using Newport News/Williamsburg Intl altimeter setting. DME/DME RNP-0.3 NA

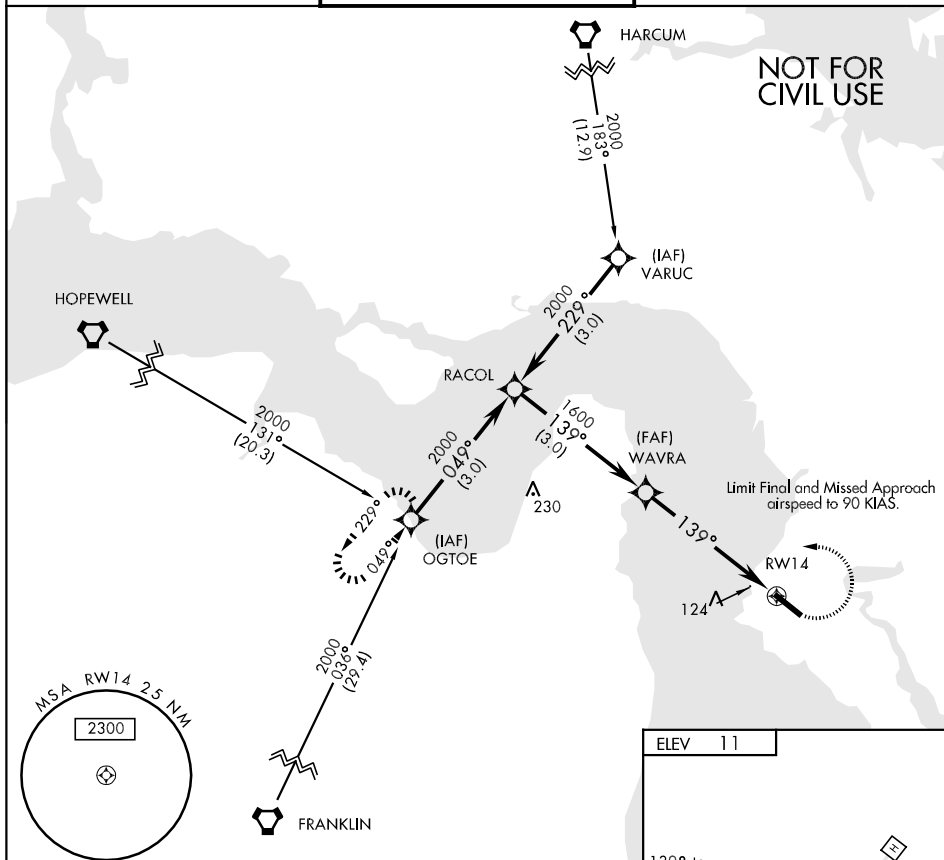


MISSED APPROACH: Climbing left turn to 2000 direct OGTOE and hold.

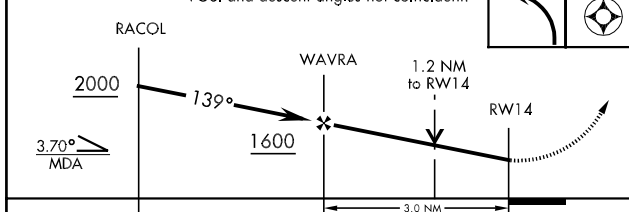
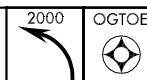
NORFOLK APP CON
125.7 335.625

FELKER TOWER ★
126.3 (CTAF) **0 269.25**

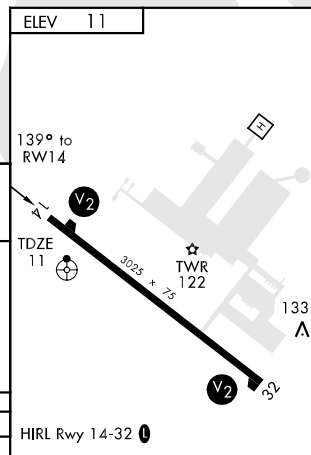
GND CON
121.35 229.4



VGSI and descent angles not coincident.



CATEGORY	COPTER
LNAT MDA	420-¾ 409 (500-¾)



FORT EUSTIS, VIRGINIA

37°08'N-76°37'W

FELKER AAF (KFAF)

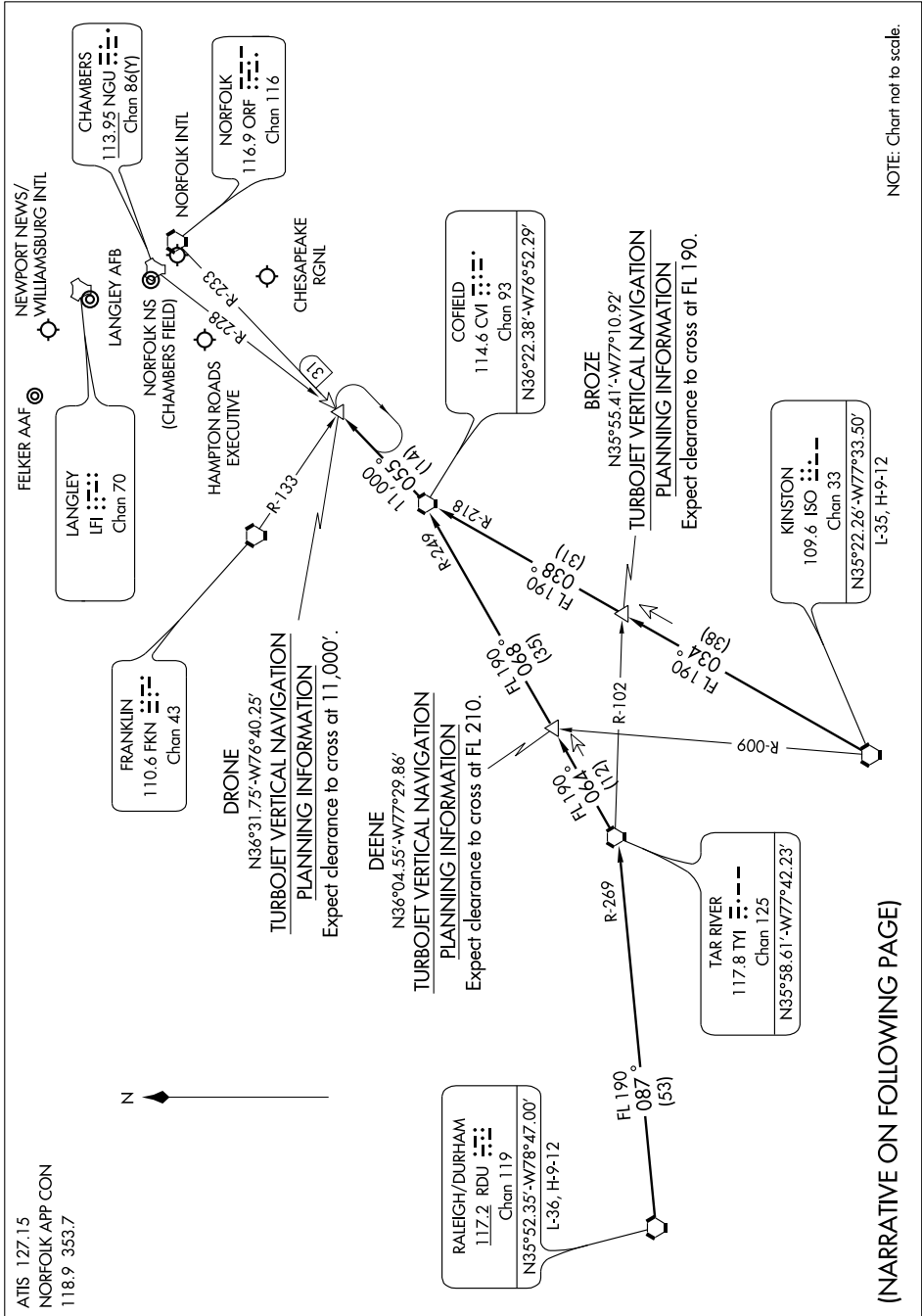
Orig 10210

COPTER RNAV (GPS) RWY 14

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010



NE-3, 23 SEP 2010 to 21 OCT 2010

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1): From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

NDB FAF <u>226</u>	APCH CRS 129°	Rwy Idg 3025 TDZE 11 Arpt Elev 11
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AL-5211 [USA]

FELKER AAF (KFAF)

A Visibility reduction by helicopters NA.
When local altimeter setting not received, use Newport News/
Williamsburg Intl altimeter setting and increase all MDAs 20 FT.

ODALS

MISSED APPROACH: Climbing left turn to 2000 in FAF NDB holding pattern.

NORFOLK APP CON

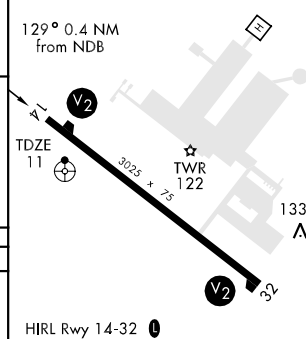
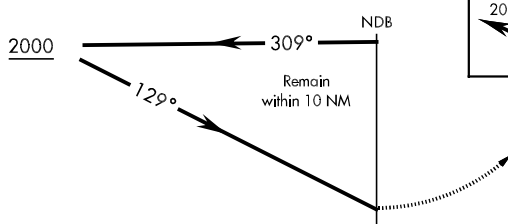
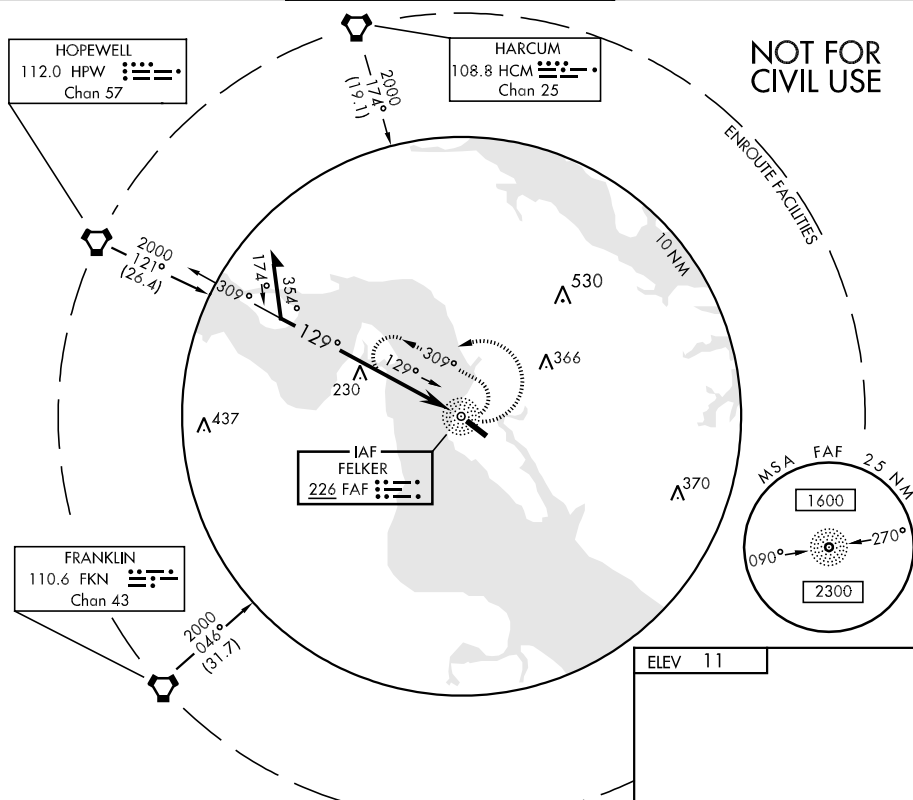
125.7 335.625

FELKER TOWER ★

126.3 (CTAF) L 269.25

GND CON

121.35 229.4



CATEGORY	A	B	C	D
S-14	540-3/4	529 (600-3/4)	NA	
CIRCLING	540-1	529 (600-1)		

APCH CRS **139°**
Rwy Idg **3025**
TDZE **11**
Arpt Elev **11**

AL-5211 [USA]

FELKER AAF (KFAF)

▲ When local altimeter setting not received, use Newport News/Williamsburg Intl altimeter setting and increase all MDAs 20 FT. VDP NA when using Newport News/Williamsburg Intl for altimeter setting. Visibility reduction by helicopters NA.



MISSED APPROACH: Climbing left turn to 2000 direct HUMAL and hold.

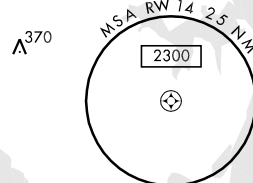
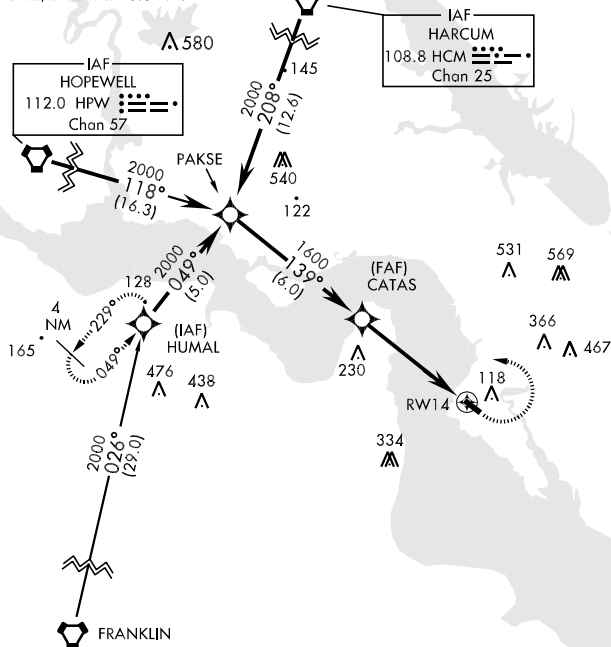
NORFOLK APP CON

FELKER TOWER ★

GND CON

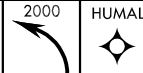
125.7 335.625**126.3 (CTAF) 0 269.25****121.35 229.4**

DME/DME RNP -0.3 NA.



ELEV 11

VGSI and descent angles not coincident.



PAKSE

2000

139°

CATAS

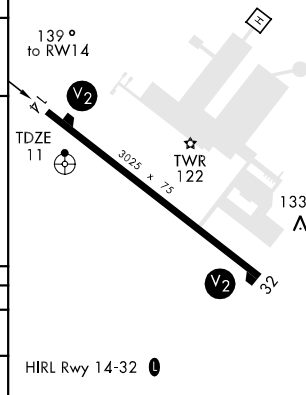
1600

RW14

1.2 NM to RW14

4.8 NM

CATEGORY	A	B	C	D
LNAV MDA	420 - 3/4 409	(500-3/4)	NA	
CIRCLING	440 - 1 429 (500-1)	480 - 1 469 (500-1)	NA	



HIRL Rwy 14-32 0

FORT LEE HELIPAD NR 3 (VA39) A O S UTC-5(-4DT) N37°15.01' W77°19.98'

WASHINGTON

100 NOTAM FILE DCA

Not insp.

L-36H

HELIPAD 36: H40X40 (CON)

DIAP

MILITARY SERVICE: LGT Key 126.2 3 times for boundary lgt, auto turn-off after 15 min.

MILITARY REMARKS: RSTD 24 HR PPR DSN 687-6421. **CAUTION** Parachute jumping 2 NM NW. Small arms range 1 NM NW. Avoid overflight of asph compound 1 NM WNW. **MISC** Avoid overflight of national park and base housing areas adjacent to Fort Lee Reservation. Make advisory of ldg and tkf on 126.2.

COMMUNICATIONS:

® POTOMAC APP/DEP CON 126.4 282.375 MEDIVAC 32.5 (KENNER)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

HOPEWELL (L) VORTAC 112.0 HPW Chan 57 N37°19.73' W77°06.96' 252° 11.4 NM to fld. 70/6W. HIWAS.

FORT EUSTIS (See FELKER AAF)

FRANKLIN N36°42.85' W77°00.74' NOTAM FILE FKN.

WASHINGTON

(L) VORTAC 110.6 FKN Chan 43 109° 5.3 NM to Franklin Muni—John Beverly Rose.

H-9C, H-10H, L-35C, 36H

90/09W.

VOR portion unusable:

090°-119° byd 18 NM blo 2000'

119°-128° byd 10 NM

129°-134° byd 33 NM

135°-148°

DME unusable:

90°-139°

RCO 122.1R 110.6T (LEESBURG RADIO)

FRANKLIN MUNI—JOHN BEVERLY ROSE (FKN) 2 NE UTC-5(-4DT)

WASHINGTON

N36°41.89' W76°54.23'

41 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE FKN

L-35C, 36H

RWY 09-27: H4977X100 (ASPH-GRVD) MIRL

RWY 09: PAPI(P2L)—GA 3.0°. TCH 46'. Brush.

RWY 27: PAPI(P2L)—GA 3.0°. TCH 40'. Tree.

AIRPORT REMARKS: Attended 1300-2200Z±. Possible tfc from the Southampton Memorial Helipad 2 NM west of arpt. Deer on and in/ovf arpt. Drainage ditches next to rwy and twys. **ACTIVATE** MIRL Rwy 09-27—CTAF. TPA—841(800) light acft, 1541(1500) heavy acft.

WEATHER DATA SOURCES: AWOS-3 124.675 (757) 562-8765. Ceiling unreliable.

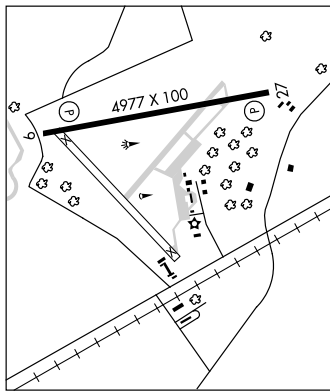
COMMUNICATIONS: CTAF/UNICOM 122.8

® NORFOLK APP/DEP CON 127.9

GCO 135.075 (NORFOLK CLNC) GCO unreliable indef.

RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.

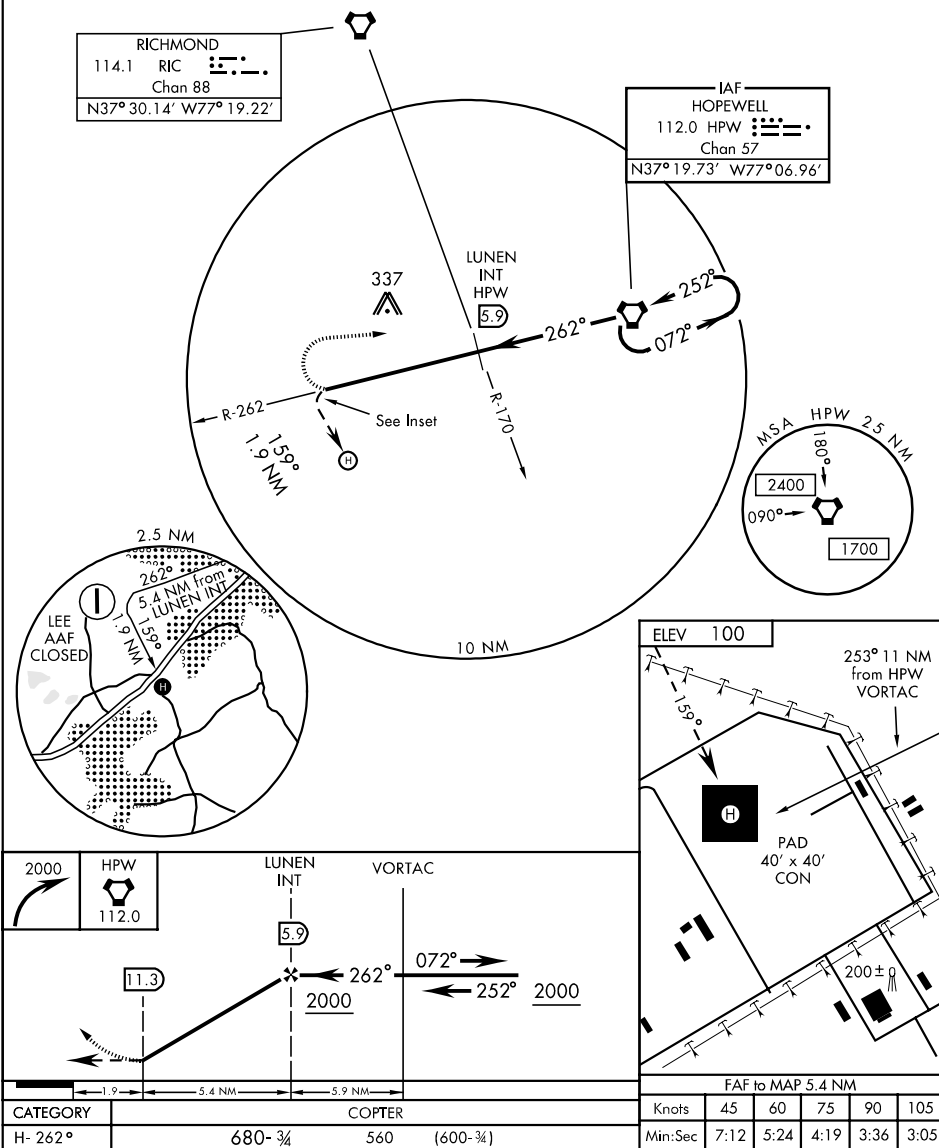
FRANKLIN (L) VORTAC 110.6 FKN Chan 43 N36°42.85' W77°00.74' 109° 5.3 NM to fld. 90/9W.



A NA Use Richmond altimeter setting.
 Procedure not authorized at night.
 Activate Helipad lights and make advsdy on 126.2.
 Proceed visually from MAP to landing area or conduct the specified missed approach.

MISSED APPROACH: Climbing right turn to 2000 direct HPW VORTAC and hold.

RICHMOND APP CON
126.4 319.8



FORT LEE HELIPAD NR. 3, VA (VA39)

Amdt 1 02332

COPTER VOR 262°

NE-3. 23 SEP 2010 to 21 OCT 2010

FORT LEE HELIPAD NR 3 (VA39) A O S UTC-5(-4DT) N37°15.01' W77°19.98'

WASHINGTON

100 NOTAM FILE DCA

Not insp.

L-36H

HELIPAD 36: H40X40 (CON)

DIAP

MILITARY SERVICE: LGT Key 126.2 3 times for boundary lgt, auto turn-off after 15 min.

MILITARY REMARKS: RSTD 24 HR PPR DSN 687-6421. **CAUTION** Parachute jumping 2 NM NW. Small arms range 1 NM NW. Avoid overflight of asph compound 1 NM WNW. **MISC** Avoid overflight of national park and base housing areas adjacent to Fort Lee Reservation. Make advisory of ldg and tkf on 126.2.

COMMUNICATIONS:

Ⓡ POTOMAC APP/DEP CON 126.4 282.375 MEDIVAC 32.5 (KENNER)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

HOPEWELL (L) VORTAC 112.0 HPW Chan 57 N37°19.73' W77°06.96' 252° 11.4 NM to fld. 70/6W. HIWAS.

FORT EUSTIS (See FELKER AAF)

FRANKLIN N36°42.85' W77°00.74' NOTAM FILE FKN.

WASHINGTON

(L) VORTAC 110.6 FKN Chan 43 109° 5.3 NM to Franklin Muni—John Beverly Rose.

H-9C, H-10H, L-35C, 36H

90/09W.

VOR portion unusable:

090°-119° byd 18 NM blo 2000'

119°-128° byd 10 NM

129°-134° byd 33 NM

135°-148°

DME unusable:

90°-139°

RCO 122.1R 110.6T (LEESBURG RADIO)

FRANKLIN MUNI—JOHN BEVERLY ROSE (FKN) 2 NE UTC-5(-4DT)

WASHINGTON

N36°41.89' W76°54.23'

41 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE FKN

L-35C, 36H

RWY 09-27: H4977X100 (ASPH-GRVD) MIRL

RWY 09: PAPI(P2L)—GA 3.0°. TCH 46'. Brush.

RWY 27: PAPI(P2L)—GA 3.0°. TCH 40'. Tree.

AIRPORT REMARKS: Attended 1300-2200Z±. Possible tfc from the Southampton Memorial Helipad 2 NM west of arpt. Deer on and in/ovf arpt. Drainage ditches next to rwy and twys. **ACTIVATE** MIRL Rwy 09-27—CTAF. TPA—841(800) light acft, 1541(1500) heavy acft.

WEATHER DATA SOURCES: AWOS-3 124.675 (757) 562-8765. Ceiling unreliable.

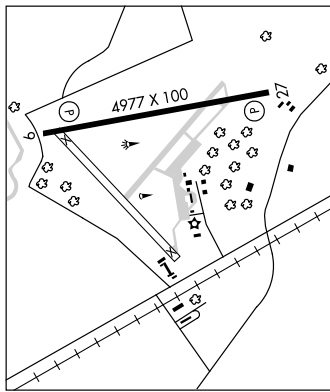
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ NORFOLK APP/DEP CON 127.9

GCO 135.075 (NORFOLK CLNC) GCO unreliable indef.

RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.

FRANKLIN (L) VORTAC 110.6 FKN Chan 43 N36°42.85' W77°00.74' 109° 5.3 NM to fld. 90/9W.

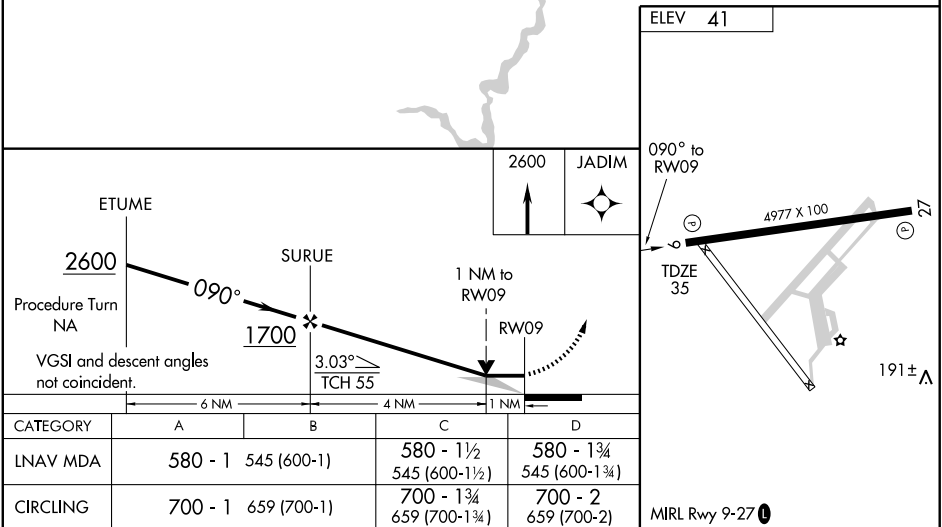
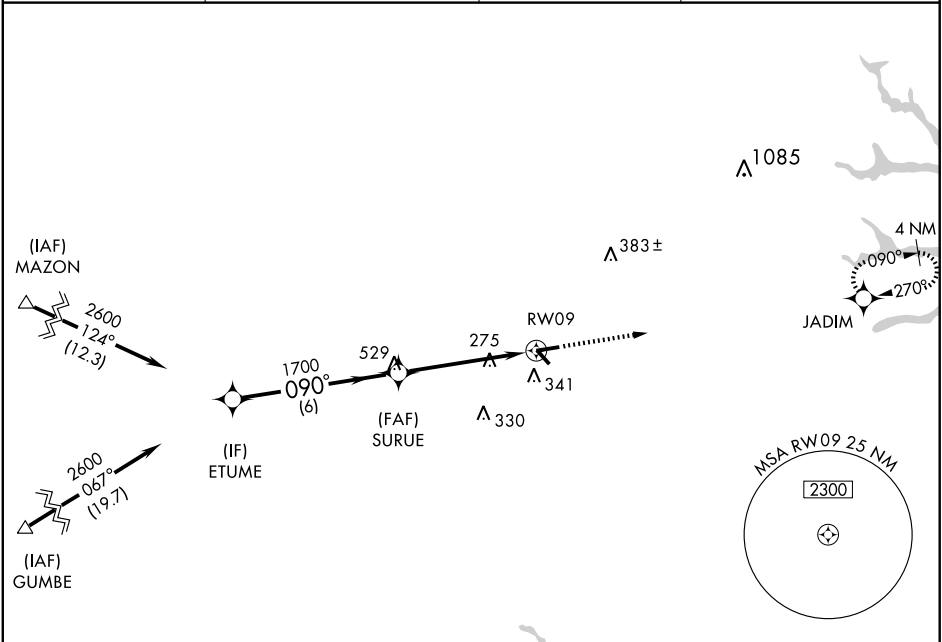


APP CRS 090°	Rwy Idg TDZE Apt Elev	4977 35 41
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RNAV (GPS) RWY 9

FRANKLIN MUNI-JOHN BEVERLY ROSE (F'KN)

<div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div></div><div></div></div></div></div>		GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 2600 direct JADIM WP and hold.			
AWOS-3 124.675		NORFOLK APP CON 127.9 269.42		GCO 135.075		UNICOM 122.8 (CTAF) 0	



APP CRS 270°	Rwy Idg TDZE Apt Elev	4977 41 41
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RNAV (GPS) RWY 27

FRANKLIN MUNI-JOHN BEVERLY ROSE (F'KN)



DME/DME RNP-0.3 NA.

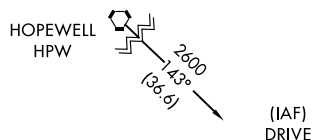
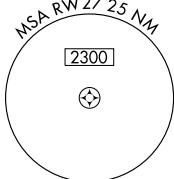
MISSED APPROACH: Climb to 2600
direct ETUME WP and hold.

AWOS-3
124.675

NORFOLK APP CON
127.9 269.42

GCO
135.075

UNICOM
122.8 (CTAF)



Δ 1085

Δ 383± (FAF) OBERE

1700 (IF) JADIM

RW27

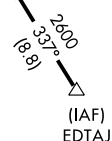
529 Δ

275 Δ

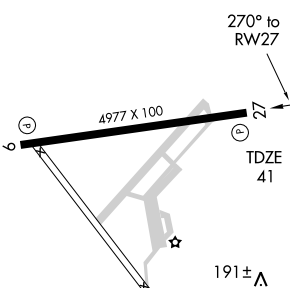
Δ 341

Δ 330

ETUME



ELEV **41**



	2600	ETUME	VGSi and descent angles not coincident.		JADIM
		1.4 NM to RW27		OBERE	2600
				1700	Procedure Turn NA
			$\leq 3.02^\circ$ TCH 55		
		1.4	3.6 NM	6 NM	
CATEGORY	A	B	C	D	
RNAV MDA	540-1	499 (500-1)	540-1 1/4 499 (500-1 1/4)	540-1 1/2 499 (500-1 1/2)	
CIRCLING	700-1	659 (700-1)	700-1 3/4 659 (700-1 3/4)	700-2 659 (700-2)	

MIRL Rwy 9-27

VORTAC FKN 110.6 Chan 43	APP CRS 285°	Rwy Idg TDZE Apt Elev	4977 41 41
--	------------------------	-----------------------------	---------------------------------------

VOR/DME RWY 27

FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)



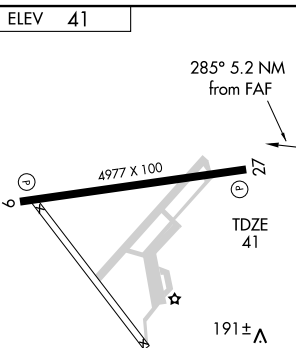
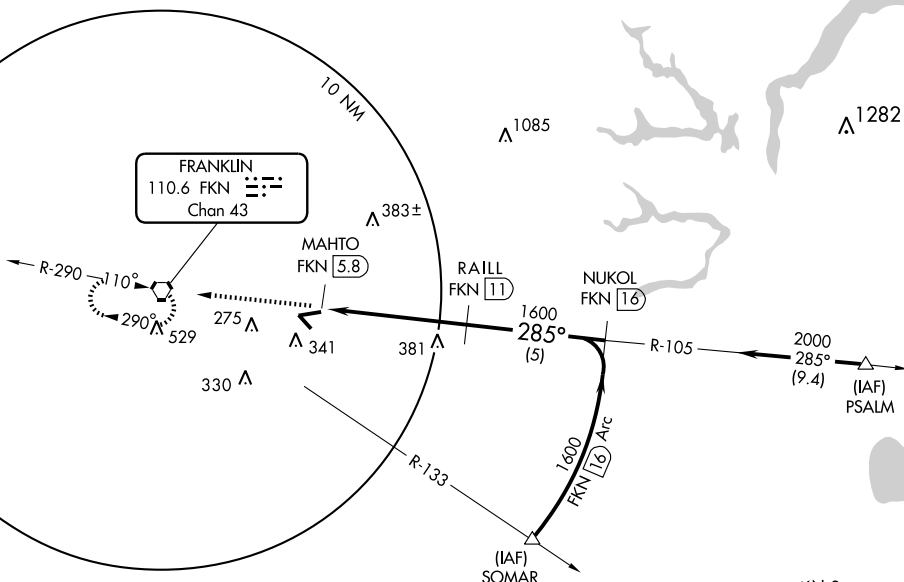
MISSED APPROACH: Climb to 1600
direct to FKN VORTAC and hold.

AWOS-3
124.675

NORFOLK APP CON
127.9 269.42

GCO
135.075

UNICOM
122.8 (CTAF) **0**

MIRL Rwy 9-27 **0**

1600

↑

FKN

RAILL

FKN

(11)

NUKOL

FKN

(16)

Procedure

Turn

NA

MAHTO

FKN

(5.8)

285°

1600

5.2 NM

5 NM

CATEGORY	A	B	C	D
S-27	640-1 599 (600-1)		640-1½ 599 (600-1½)	640-1¾ 599 (600-1¾)
CIRCLING	700-1 659 (700-1)		700-1¾ 659 (700-1¾)	700-2 659 (700-2)

VORTAC FKN 110.6 Chan 43	APP CRS 110°	Rwy Idg TDZE Apt Elev	4977 35 41
--	------------------------	-----------------------------	---------------------------------------

VOR RWY 9

FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)



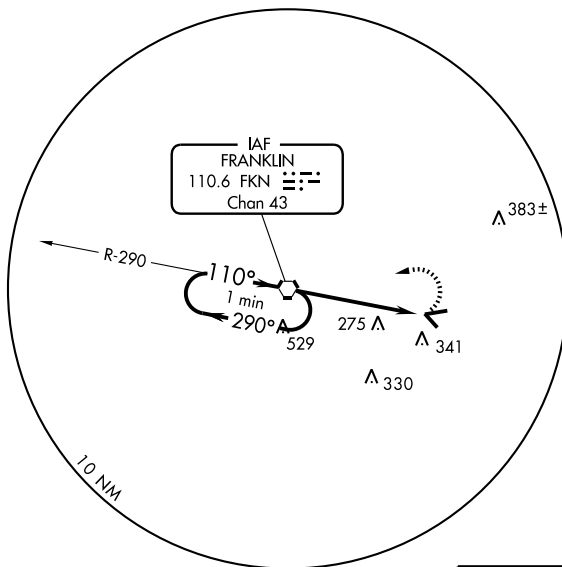
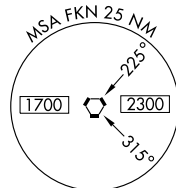
MISSED APPROACH: Climbing left turn
to 1600 direct FKN VORTAC and hold.

AWOS-3
124.675

NORFOLK APP CON
127.9 269.42

GCO
135.075

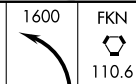
UNICOM
122.8 (CTAF) 0

1085 Δ Δ 383± Δ 330

ELEV 41

One Minute
Holding Pattern

VORTAC



1600 $\xleftarrow{290^\circ}$ $\xrightarrow{110^\circ}$ 1600

VGSI and descent angles not coincident

2.86°

TCH 50

5 NM

FKN 5

110° 5 NM
from FAF

4977 X 100

TDZE
35191± Δ MIRL Rwy 9-27 **0**

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-9	580-1	545 (600-1)	580-1½ 545 (600-1½)	580-1¾ 545 (600-1¾)
CIRCLING	700-1	659 (700-1)	700-1¾ 659 (700-1¾)	700-2 659 (700-2)

FREDERICKSBURG

SHANNON (EZF) 2 S UTC-5(-4DT) N38°15.97' W77°26.96'

85 B S4 FUEL 100LL, JET A NOTAM FILE EZF

RWY 06-24: H2999X100 (ASPH) MIRL

RWY 06: PVASI(PSIL). Thld dsplcd 240'. Railroad.

RWY 24: PVASI(PSIL). Thld dspld 35'. Tree.

RWY 15-33: 1500X150 (TURF)

RWY 15: Brush.

RWY 33: Tree.

AIRPORT REMARKS: Attended 1300-2300Z Self-fueling. Txf from Rwy 15 prohibited. Rwy 15-33 outlined with yellow cones. Southside Rwy 06 has +40' trees 100' from pavement edge first 1400'. Southside Rwy 24 has +40' trees 100' from pavement edge first 1000'. First 89' pavement Rwy 06 marked as unusable. PVASI Rwy 06 OTS indef. ACTIVATE MIRL Rwy 06-24-CTAF. Ldg fee. Fee for charter and corporate acft is waived with fuel purchase.

WEATHER DATA SOURCES: AWOS-3 128.125 (540) 372-6794. Ceiling unreliable indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

BROOKE RCO 122.1R 114.5T (LEESBURG RADIO)

® QUANTICO ARRIVAL 127.05 (Mon and Fri 1300–2200Z†, Tue, Wed and Thu 1300–0200Z† except Sat, Sun and holidays, other times ctc)

® POTOMAC APP/DEP CON 124.65

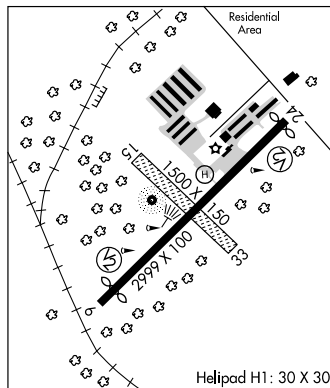
GCO 135.075 (POTOMAC CLNC) OTS indef.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BROOKE (L) VORTAC 114.5 BRV Chan 92 N38°20.18' W77°21.18' 236° 6.2 NM to fld. 145/09W.

NDB (MHW) 237 EZF N38°15.98' W77°27.05' at fld. NOTAM FILE EZF. Unmonitored when arpt unattended.
Unusable bwd 15 NM.

HELIPAD H1: H30X30 (CONC)



FRONT ROYAL-WARREN CO (FRR) 3 W UTC-5(-4DT) N38°55.05' W78°15.21'

709 B S2 FUEL 100LL TPA—1709(1000) NOTAM FILE DCA

RWY 09-27: H3007X75 (ASPH) S-12.5 MIRL 0.3% up E

RWY 09: APAP(PNIL)—GA 3.0° TCH 16'. Road.

RWY 27: APAP(PNIR)—GA 3.0° TCH 16'. Tree.

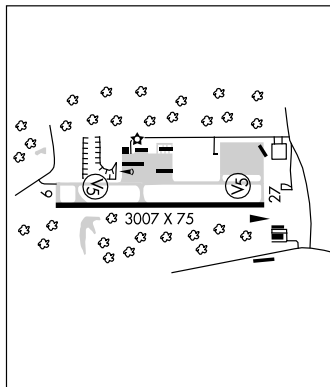
AIRPORT REMARKS: Attended May–Sept 1300–2330Z†, Oct–Apr 1330Z†–dusk. Deer on and invof arpt. Glider ops on and invof arpt. Rwy 09 and Rwy 27 rgt tfc for gyrocopters, ultralights and gliders. Noise abatement procedures in effect, cte arpt manager for details at 540–635–3570. ACTIVATE MIRL Rwy 09–27–CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

® POTOMAC APP/DEP CON 120.45

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.



LINDEN (L) VORTAC 114.3 LDN Chan 90 N38°51.26'
W78°12.33' 335° 4.4 NM to fld. 2440/06W.



APP CRS	Rwy Idg	2964
235°	TDZE	85
	Apt Elev	85

GPS RWY 24

FREDERICKSBURG / SHANNON (EZ)

 Visibility reduction by helicopters NA.
 NA

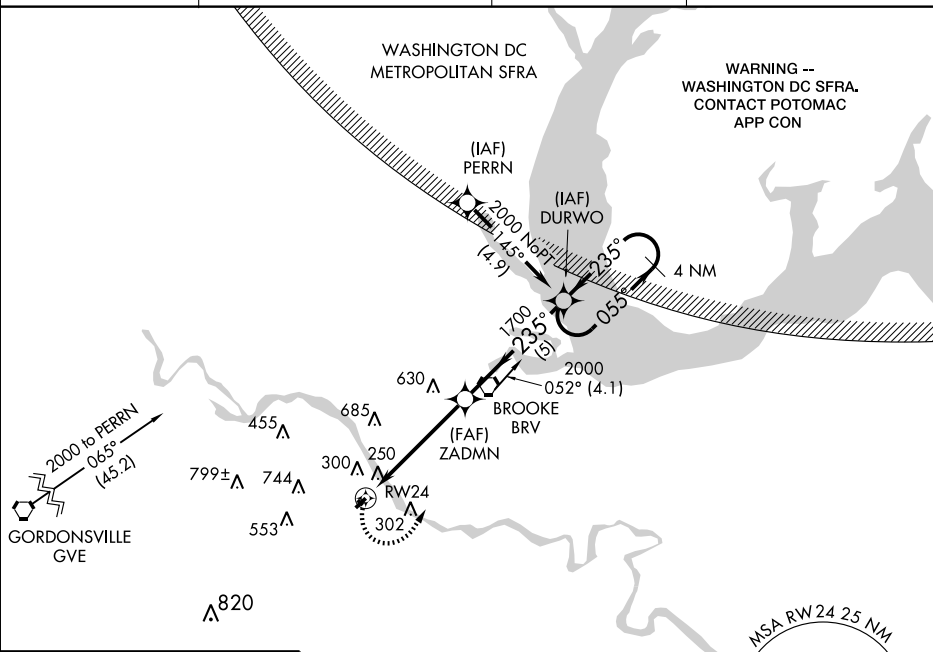
MISSED APPROACH: Climbing left turn to 2000 direct DURWO WP and hold.

AWOS-3
128.125

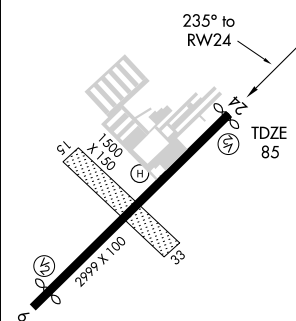
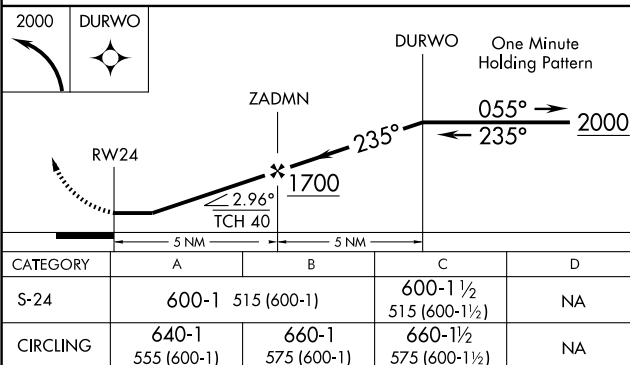
POTOMAC APP CON
124.65 306.925

GCO
135.075

UNICOM
122.8 (CTAF) **L**



ELEV	85
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MIRL Rwy 6-24 **L**

FREDERICKSBURG, VIRGINIA

Orig-B 09183

FREDERICKSBURG / SHANNON (EZ)

38°16'N - 77°27'W

GPS RWY 24

NE-3. 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

FREDERICKSBURG

SHANNON (EZF) 2 S UTC-5(-4DT) N38°15.97' W77°26.96'

85 B S4 FUEL 100LL, JET A NOTAM FILE EZF

RWY 06-24: H2999X100 (ASPH) MIRL

RWY 06: PVASI(P SIL). Thld dsplcd 240'. Railroad.

RWY 24: PVASI(P SIL). Thld dsplcd 35'. Tree.

RWY 15-33: 1500X150 (TURF)

RWY 15: Brush.

RWY 33: Tree.

AIRPORT REMARKS: Attended 1300-2300Z± Self-fueling. Tkt from Rwy 15 prohibited. Rwy 15-33 outlined with yellow cones. Southside Rwy 06 has +40' trees 100' from pavement edge first 1400'. Southside Rwy 24 has +40' trees 100' from pavement edge first 1000'. First 89' pavement Rwy 06 marked as unusable. PVASI Rwy 06 OTS indef. ACTIVATE MIRL Rwy 06-24—CTAF. Ldg fee. Fee for charter and corporate acft is waived with fuel purchase.

WEATHER DATA SOURCES: AWOS-3 128.125 (540) 372-6794. Ceiling unreliable indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

BROOKE RCO 122.1R 114.5T (LEESBURG RADIO)

- Ⓡ **QUANTICO ARRIVAL** 127.05 (Mon and Fri 1300-2200Z±, Tue, Wed and Thu 1300-0200Z± except Sat, Sun and holidays, other times ctc

- Ⓡ **POTOMAC APP/DEP CON** 124.65

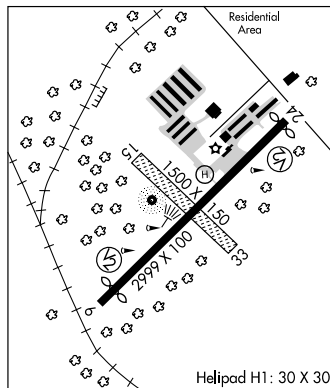
GCO 135.075 (POTOMAC CLNC) OTS indef.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BROOKE (L) VORTAC 114.5 BRV Chan 92 N38°20.18' W77°21.18' 236° 6.2 NM to fld. 145/09W.

NDB (MHW) 237 EZF N38°15.98' W77°27.05' at fld. NOTAM FILE EZF. Unmonitored when arpt unattended. Unusable byd 15 NM.

HELIPAD H1: H30X30 (CONC)



FRONT ROYAL-WARREN CO (FRR) 3 W UTC-5(-4DT) N38°55.05' W78°15.21'

709 B S2 FUEL 100LL TPA-1709(1000) NOTAM FILE DCA

RWY 09-27: H3007X75 (ASPH) S-12.5 MIRL 0.3% up E

RWY 09: APAP(PN IL)—GA 3.0' TCH 16'. Road.

RWY 27: APAP(PN IR)—GA 3.0' TCH 16'. Tree.

AIRPORT REMARKS: Attended May-Sept 1300-2330Z±, Oct-Apr 1330Z±-dusk. Deer on and invof arpt. Glider ops on and invof arpt. Rwy 09 and Rwy 27 rgt tfc for gyrocopters, ultralights and gliders. Noise abatement procedures in effect, ctc arpt manager for details at 540-635-3570. ACTIVATE MIRL Rwy 09-27—CTAF.

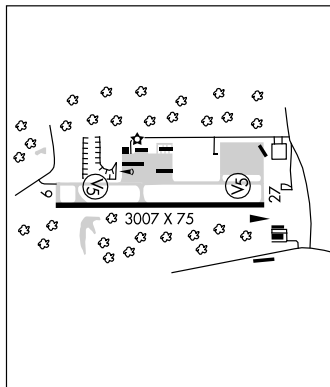
COMMUNICATIONS: CTAF/UNICOM 123.0

- Ⓡ **POTOMAC APP/DEP CON** 120.45

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

LINDEN (L) VORTAC 114.3 LDN Chan 90 N38°51.26'

W78°12.33' 335° 4.4 NM to fld. 2440/06W.



WASHINGTON

L-29D, A

IAP

APP CRS 260°	Rwy Idg TDZE Apt Elev	N/A N/A 704
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RNAV (GPS) -A

FRONT ROYAL-WARREN COUNTY (FRR)

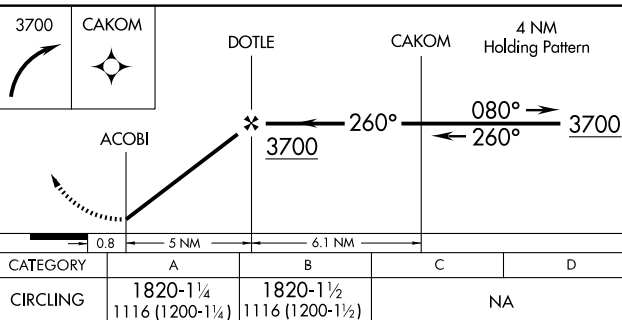
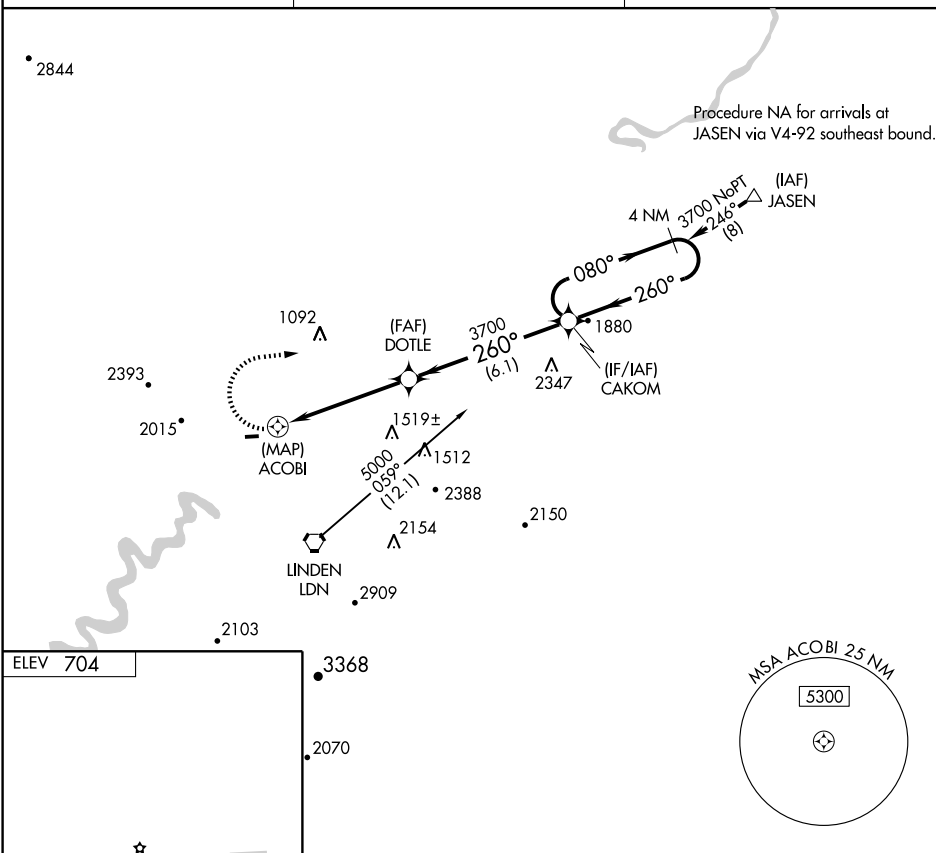
▼ DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Winchester altimeter setting; when not received use Martinsburg, WV altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3700 direct CAKOM and hold.

WINCHESTER RGNL AWOS-3
124.85

POTOMAC APP CON
120.45

UNICOM
123.0 (CTAF) 0



MIRL Rwy 9-27 0

FRONT ROYAL, VIRGINIA

Orig-A 29JUL10

FRONT ROYAL-WARREN COUNTY (FRR)

38°55'N - 78°15'W

RNAV (GPS) -A

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC LDN
114.3
Chan **90**

APP CRS
335°

Rwy Idg
TDZE
Apt Elev

N/A
N/A
704

FRONT ROYAL-WARREN COUNTY (FRR)

VOR-B

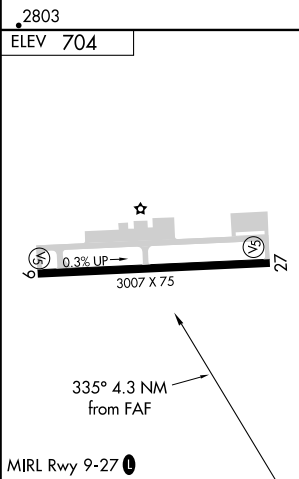
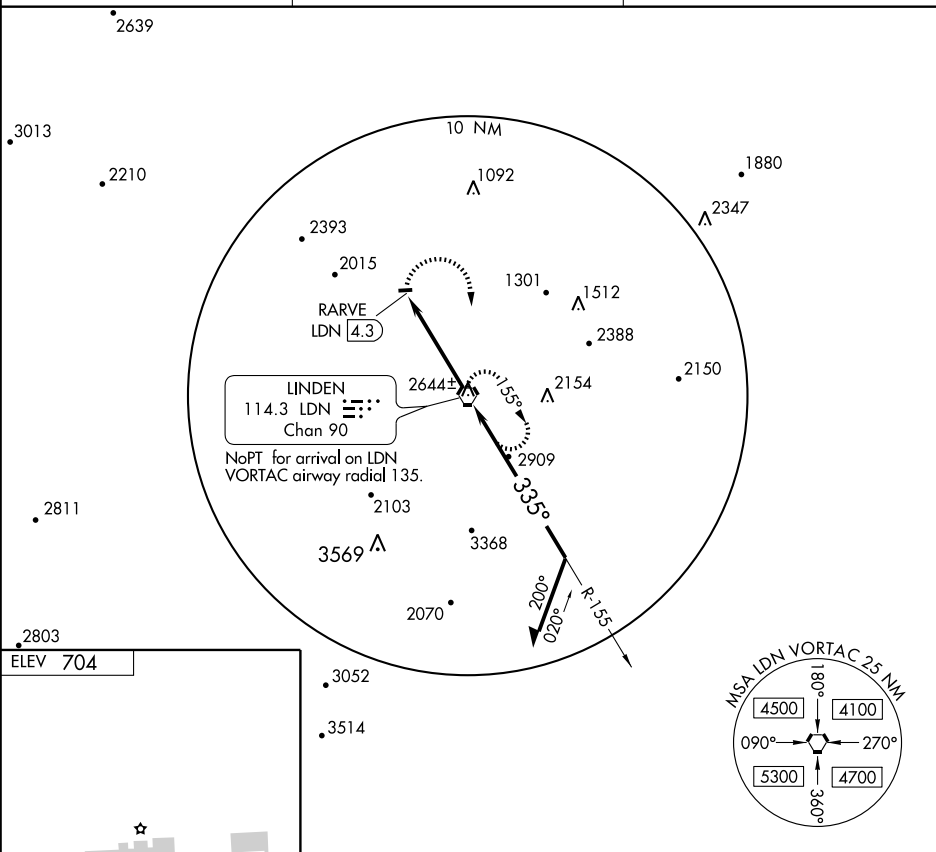


Procedure NA at night. Visibility reduction by helicopters NA.
Use Winchester altimeter setting; when not received use
Martinsburg WV altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 5000 direct LDN VORTAC and hold, continue climb-in-hold to 5000.

WINCHESTER RGNL AWOS-3
124.85

POTOMAC APP CON
120.45

UNICOM
123.0 (CTAF) **L**

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
CIRCLING	3300-1¼ 2596 (2600-1¼)	3300-1½ 2596 (2600-1½)	NA	

FRONT ROYAL, VIRGINIA
Orig-A 29JUL10

FRONT ROYAL-WARREN COUNTY (FRR)

VOR-B

38°55'N - 78°15'W

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010

GALAX/HILLSVILLE

TWIN CO (HLX) 7 NE UTC-5(-4DT) N36°45.97' W80°49.41'

2693 B S6 FUEL 100LL, JETA NOTAM FILE HLX

RWY 01-19: H4204X75 (ASPH) S-12.5 MIRL 1.2% up S

RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 21'. Trees.

RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 39'. Pole.

AIRPORT REMARKS: Attended irregularly. Self-svc, credit card fuel avbl 24 hrs. Deer on and invof arpt. Rwy 19 tree 76' above rwy end, 1000' from rwy end, 344' right. MIRL Rwy 01-19 preset off to ACTIVATE and increase intensity and ACTIVATE REIL Rwy 01 and Rwy 19—CTAF. PAPI Rwy 01 and Rwy 19 opr continuously.

WEATHER DATA SOURCES: AWOS-3 118.375 (276) 728-5897.**COMMUNICATIONS:** CTAF/UNICOM 122.8

ROANOKE APP/DEP CON 126.0

GCO 135.075 (ROANOKE CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.

PULASKI (H) VORTAC 116.8 PSK Chan 115 N37°05.26'

W80°42.77' 202° 20 NM to fld. 2120/06W. HIWAS.

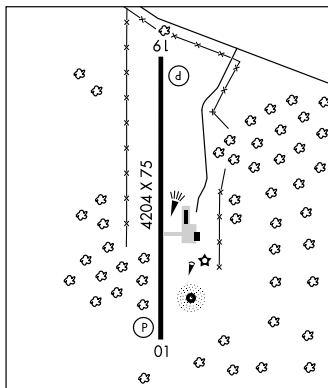
HILLSVILLE NDB (MHW) 269 HLX N36°45.74' W80°49.32'

at fld. NOTAM FILE HLX. Unusable byd 10 NM. Unmonitored.

CINCINNATI

L-261

IAP



GLADE SPRING N36°49.51' W82°04.74' NOTAM FILE DCA.

(L) VOR/DME 110.2 GZG Chan 39 045° 19.7 NM to Tazewell Co. 4200/02W. HIWAS.

VOR portion unusable 351°-004° byd 15 NM blo 8000'.

RCO 122.1R 110.2T (LEESBURG RADIO)

CINCINNATI

H-9B, 12G, L-26H

GORDONSVILLE N38°00.82' W78°09.18' NOTAM FILE DCA.

(H) VORTAC 115.6 GVE Chan 103 002°8.6 NM to Gordonsville Muni. 382/06W.

HIWAS.

DME unusable:

090°-095°

156°-169° byd 18 NM

318°-324°

RCO 122.1R 115.6T (LEESBURG RADIO)

WASHINGTON

H-10H, 12H, L-34E, 36H

GORDONSVILLE MUNI (GVE) 3 NE UTC-5(-4DT) N38°09.36' W78°09.95'

454 B S2 FUEL 100LL NOTAM FILE DCA

RWY 05-23: H2300X40 (ASPH) S-12.5 MIRL 0.5% up SW

RWY 05: APAP(PNIR). Tree.

RWY 23: APAP(PNIR). Thld dsplcd 440'. Tree.

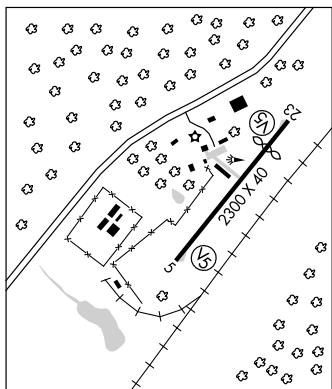
AIRPORT REMARKS: Unattended. Rwy 05-23 old crackseal six inches wide in places, very soft. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 05-23—CTAF.

WEATHER DATA SOURCES: HIWAS 115.6 GVE.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.1R 115.6T (LEESBURG RADIO)

POTOMAC APP/DEP CON 132.85

WASHINGTON



NDB HLX 269	APP CRS 252°	Rwy Idg TDZE Apt Elev	N/A N/A 2693
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NDB-A
GALAX / TWIN COUNTY (HLX)



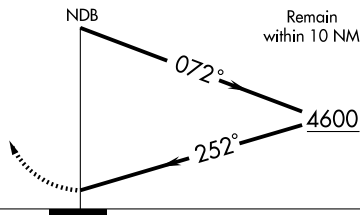
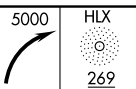
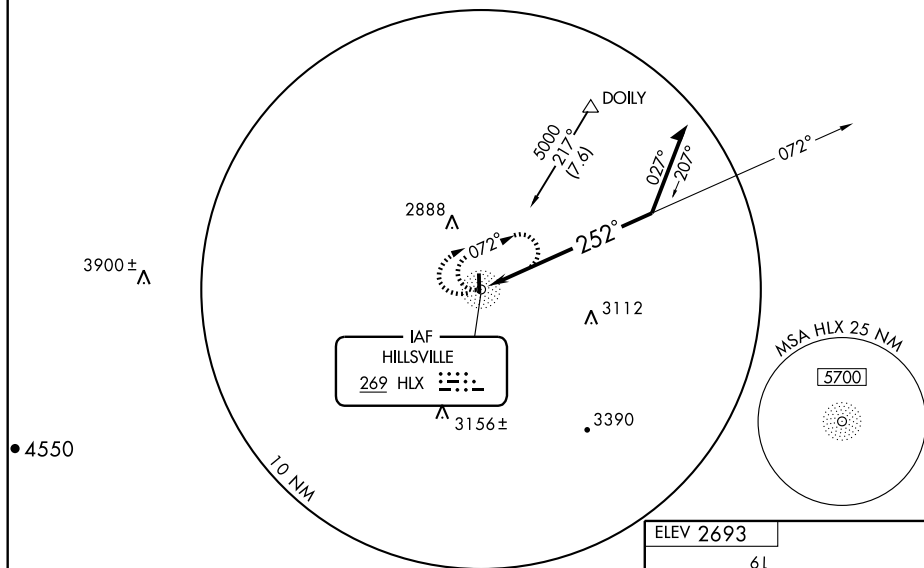
MISSED APPROACH: Climbing right turn to 5000 in HLX NDB holding pattern.

AWOS-3
118.375

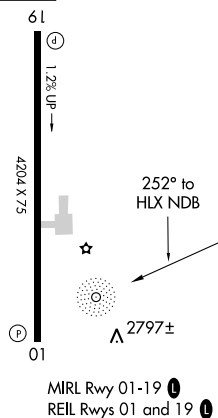
ROANOKE APP CON
126.0 339.8

GCO
135.075

UNICOM
122.8 (CTAF) 0



ELEV 2693



CATEGORY	A	B	C	D
CIRCLING	3480-1 787 (800-1)	3480-1¼ 787 (800-1¼)	3480-2¼ 787 (800-2¼)	3480-2½ 787 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

APP CRS **005°**
 Rwy Idg **4204**
 TDZE **2693**
 Apt Elev **2693**

RNAV (GPS) RWY 1
 GALAX / TWIN COUNTY (HLX)

▼ If local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 300 feet. VDP and straight-in minimums NA when using Dublin altimeter setting. DME/DME RNP-0.3 NA.

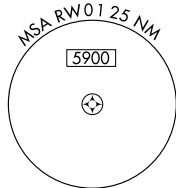
MISSED APPROACH: Climb to 5000 direct HUXUG and via 054° track to DOILY and hold, continue climb-in-hold to 5000.

AWOS-3
118.375

ROANOKE APP CON
126.0 339.8

GCO
135.075

UNICOM
122.8 (CTAF) 0



Procedure NA for arrivals at STOVE via V133 northbound and via V16-136 westbound.

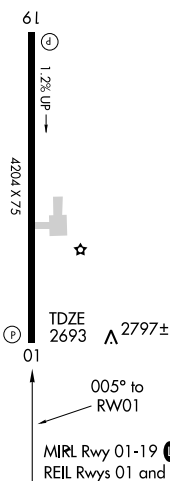
Λ 3900 ±



• 4550

Λ 4595

ELEV 2693



5000 ↑	HUXUG ✠	TRK 054°	DOILY △					
		1.3 NM to RW01		KAYEY 3.8 NM to RW01	YUYPY	TOTUY	WONNY	5 NM Holding Pattern
		RW01		4000*	4300	4700	5100	
		1.3		2.5 NM	1.1	3.1 NM	3.1 NM	
		3.14° TCH 40		*4300 when using Dublin altimeter.		VGS1 and descent angles not coincident.		
		185° →		← 005°				
CATEGORY		A		B		C		D
LNAV MDA		3140-1 447 (500-1)		3140-1½ 447 (500-1½)		3140-1½ 447 (500-1½)		
CIRCLING		3200-1 507 (600-1)		3200-1½ 507 (600-1½)		3260-2 567 (600-2)		

APP CRS **185°**
 Rwy Idg **4204**
 TDZE **2686**
 Apt Elev **2693**

RNAV (GPS) RWY 19

GALAX / TWIN COUNTY (HLX)

▽ If local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 300 feet. VDP NA when using Dublin altimeter setting. DME/DME RNP-0.3 NA.

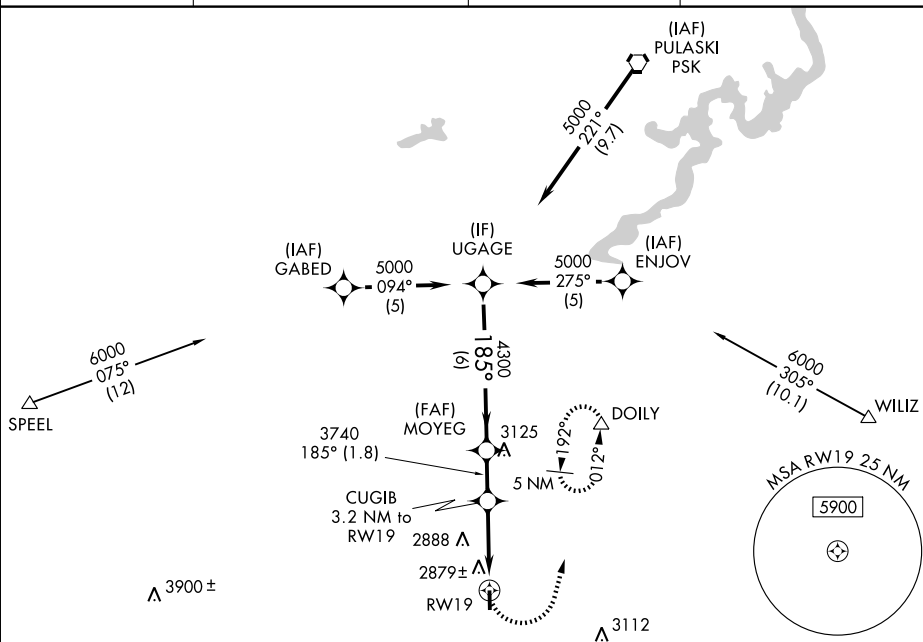
MISSED APPROACH: Climbing left turn to 5000 direct DOILY and hold.

AWOS-3
118.375

ROANOKE APP CON
126.0 339.8

GCO
135.075

UNICOM
122.8 (CTAF) 0



ELEV 2693

185° to RW19

TDZE 2686

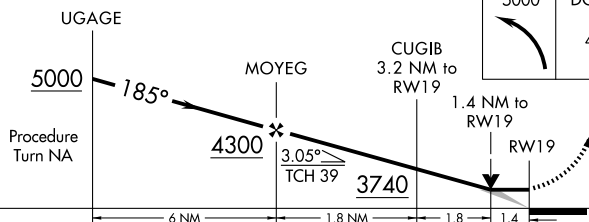
61

1.2% UP

4204 X 75

01

2797±



CATEGORY	A	B	C	D
LNNAV MDA	3140-1	454 (500-1)	3140-1½ 454 (500-1½)	3140-1½ 454 (500-1½)
CIRCLING	3200-1	507 (600-1)	3200-1½ 507 (600-1½)	3260-2 567 (600-2)

MIRL Rwy 01-19 0
 REIL Rwy 01 and 19 0

GRUNDY MUNI (GDY) 3 SW UTC-5(-4DT) N37°13.94' W82°07.50'

2304 B NOTAM FILE DCA

RWY 04-22: H2256X60 (ASPH) S-7 MIRL

RWY 04: APAP(PNIL). Tree.

RWY 22: APAP(PNIL). Tree.

AIRPORT REMARKS: Unattended. Wildlife invof arpt. Pay phone at arpt
276-935-8022. ACTIVATE MIRL Rwy 04-22—CTAF; high ints
only.

COMMUNICATIONS: CTAF/UNICOM 123.0

® INDIANAPOLIS CENTER APP/DEP CON 126.575

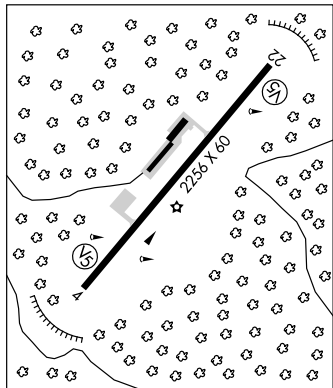
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

GLADE SPRING (L) VOR/DME 110.2 GZG Chan 39 N36°49.51'
W82°04.74' 357° 24.5 NM to fld. 4200/02W. HIWAS.

CINCINNATI

L-26H

IAP



HAMPTON ROADS EXECUTIVE (See NORFOLK)

HANOVER CO MUNI (See RICHMOND/ASHLAND)

HARCUM N37°26.92' W76°42.68' NOTAM FILE DCA.

(L) VORTAC 108.8 HCM Chan 25 338° 5.0 NM to Middle Peninsula Rgnl. 8/07W.

VOR portion unusable 056°-095° below 2000', 275°-300° below 2000'.

RC0 122.1R 108.8T (LEESBURG RADIO)

WASHINGTON

H-10H, 12H, L-34E, 36H

HENRY N37°07.97' W76°29.59' NOTAM FILE DCA.

NDB (MHW) 375 PJS at Newport News/Williamsburg Intl.

WASHINGTON

L-34E, 35D, 36H

HILLSVILLE N36°45.74' W80°49.32' NOTAM FILE HLX.

NDB (MHW) 269 HLX at Twin Co. Unusable byd 10 NM. Unmonitored.

CINCINNATI

L-26I

HOLSTON MOUNTAIN, TN N36°26.22' W82°07.78' NOTAM FILE TRI.

(L) VORTAC 114.6 HMV Chan 93 021° 15.7 NM to Virginia Highlands. 4321/04W.

RC0 122.1R 114.6T (NASHVILLE RADIO)

CINCINNATI

H-9B, L-26I

HOPEWELL N37°19.73' W77°06.96' NOTAM FILE DCA.

(L) VORTAC 112.0 HPW Chan 57 003° 10.5 NM to New Kent Co. 70/06W. HIWAS.

RC0 122.1R 112.0T (LEESBURG RADIO)

WASHINGTON

H-10H, 12H, L-34E, 36H

APP CRS **224°**
 Rwy Idg **2256**
 TDZE **2304**
 Apt Elev **2304**

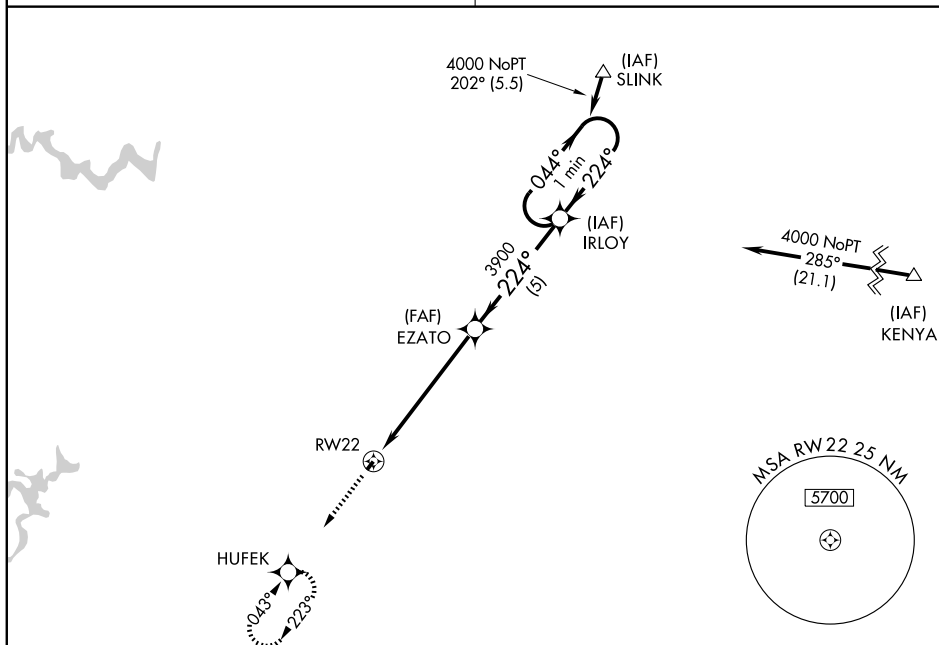
GPS RWY 22
 GRUNDY MUNI (GDY)

Obtain local altimeter setting on CTAF, if not received, use Lonesome Pine altimeter setting and increase all MDAs 120 feet. Procedure not authorized at night.

MISSED APPROACH: Climb to 4200 direct HUFEK WP and hold.

INDIANAPOLIS CENTER
126.575 257.85

UNICOM
123.0 (CTAF) 1



4200
 ↑
 HUFEK

IRLOY One Minute Holding Pattern

EZATO

RW22

3900

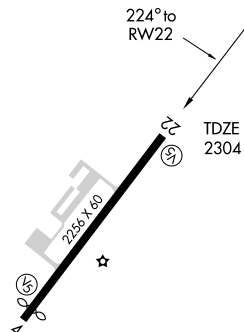
044° → 4000
 ← 224°

6 NM

5 NM

CATEGORY	A	B	C	D
S-22	2720-1	416 (500-1)	NA	
CIRCLING	2860-1	556 (600-1)	NA	

ELEV 2304



MIRL Rwy 4-22 1

AIRPORT DIAGRAM

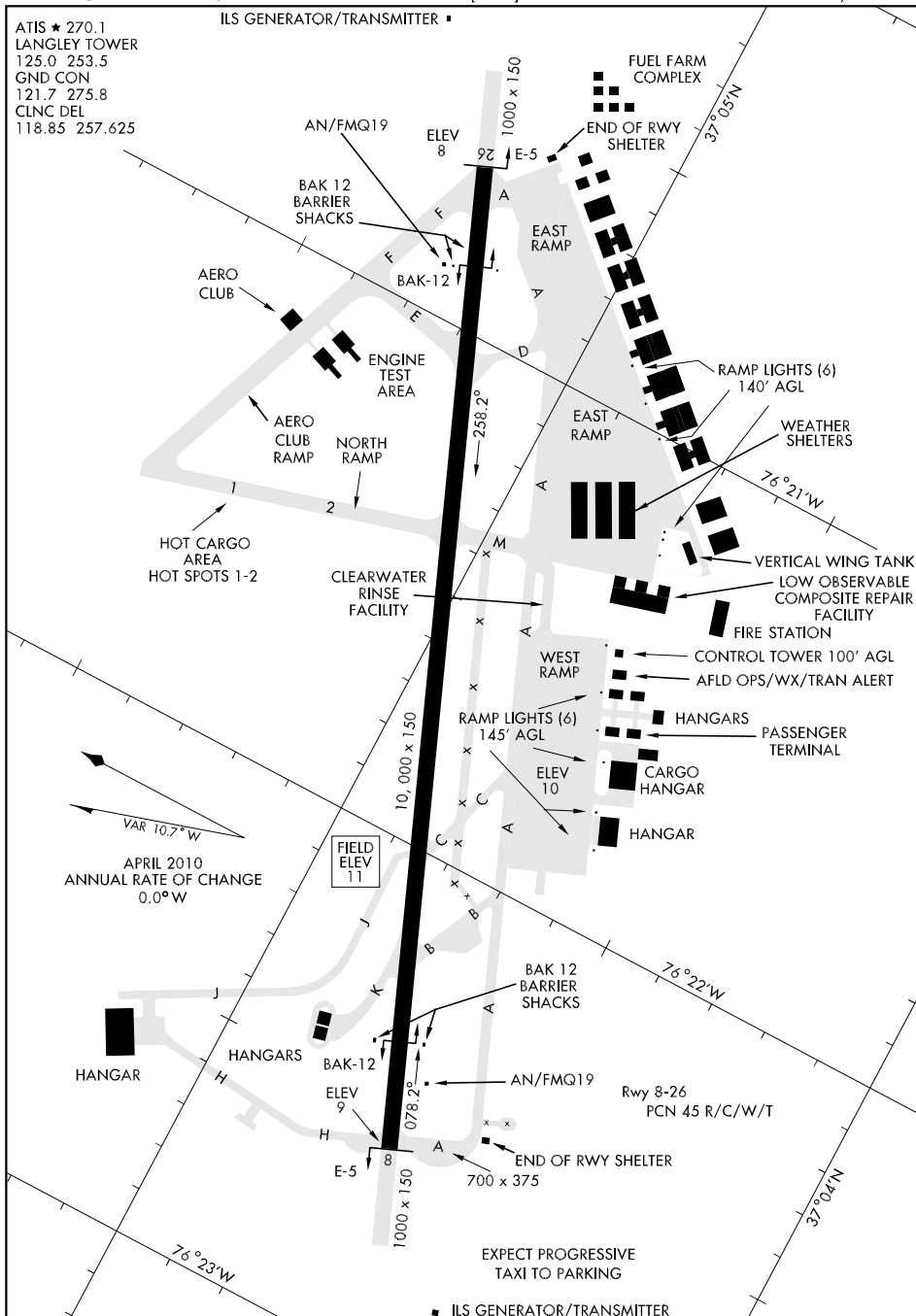
AFD-185 [USAF]

HAMPTON, VIRGINIA

ATIS ★ 270.1
 LANGLEY TOWER
 125.0 253.5
 GND CON
 121.7 275.8
 CLNC DEL
 118.85 257.625

ILS GENERATOR/TRANSMITTER ■

NE-3, 23 SEP 2010 to 21 OCT 2010



NE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

HAMPTON, VIRGINIA
 LANGLEY AFB (KLF1)

LANGLEY AFB (LFI)(KLFI) AF (NASA A) 3 N UTC-5(-4DT) N37°04.97' W76°21.63' **WASHINGTON**
 11 B TPA-See Remarks NOTAM FILE DCA Not insp. **H-101, 121, L-35D**
RWY 08-26: H10000X150 (CONC-GRVD) PCN 45 R/C/W/T HIRL **IAP, DIAP, AD**
RWY 08: ALSF1. PAPI(P4L). **RWY 26:** MALSR. REIL. PAPI(P4L).
ARRESTING GEAR/SYSTEM
RWY 08: ← HOOK E5 (55' OVRN) HOOK BAK-12B(B) (1100')

HOOK BAK 12-B(B) (1000') HOOK E5 (55' OVRN) → **RWY 26**

MILITARY SERVICE: LGT Rwy 08-26 thld lgt gated, mid 70' inoperative/removed. **A-GEAR** E5 active rwy dep end.
 BAK-12B(B) pendant cable always in place. BAK-12B extension. **JASU** 2(M32A-60) 2(MC11) 4(A/M 32A-86)
FUEL J8. Expect up to 1 hr delay. **FLUID** SP LH0X LOX **OIL** O-133-148-156 SOAP **TRAN ALERT** Opr
 weekdays 1030-0430Z†, weekends and holidays 1200-0100Z†. Follow Me svc avbl upon req. Expect
 progressive taxi to park. Fleet svc truck avbl but limited to VIP C-9, C-12, C-20, C-21, UC-35, VC-135 and
 E-4B (DV) acft only.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arprt Information. **RSTD** PPR ctc BASE OPS 1030-0430Z† DSN
 574-2504, C757-764-2504. Only 1 fixed wing acft authorized from 1300-1400Z†. ACC RSRs applied to ACC
 acft only. Transport/Distinguished Visitor acft ctc Base OPS 20 minutes prior lgt. **CAUTION** Intensive IFR and VFR
 high performance fighter t/c within the Class D Airspace: Extensive uncontrolled general aviation t/c blo 3000'
 over James River and Chesapeake Bay. Dep t/c do not exceed 1000' on climbout until dep end of rwy. Laser lgt
 beam haz to direct visual obsn will be conducted at NASA Langley Research Center within 1/2 NM radius of 37°
 06.3'N 76° 22.7'W. Strong caution is advised. Wx observation site limited 080°-250° due to building. ATC will
 relay twr prevailing visibility, sector visibility, local PIREP's or an occurrence of previously unreported wx
 conditions that could affect ops to wx flight. Wind shear conditions may exist on Rwy 26 through short final and
 touchdown, that are prevalent, undetectable and often unreported. Increased potential for hydroplaning due to
 excessive rubber build-up. Airfield grass cutting conducted from Mar-Nov, expect increased bird activity invov
 mowers. **TFC PAT** TPA-Overhead 3000(2989) at 5 DME descending to 1500' by 3 DME, rgt break Rwy 26, left
 break Rwy 08. Rectangular 1000(989) rgt t/c Rwy 26, left t/c Rwy 08. **NS ABTMT** Quiet hr weekdays 0330-1100Z†,
 weekends and holidays 0330-1300Z†, waivers DSN 574-5411. **MISC** Afld manager DSN 574-2508. DD Form
 1801 rqr 90 min prior to estimated time of departure. Rwy 08-26 grooved. ACC fighter acft expect reduced rwy
 separation: Day/VFR, similar acft 3000', dissimilar type acft 6000'. Ngt 6000' all acft. Tran acft notify twr on
 initial ctc if reduced rwy separation is not desired. Afld Ops does not have ability to store COMSEC. Ctc
 Command Post DSN 574-5411, C757-764-5411 for COMSEC storage. **A** Park, refuel and maintenance avbl on
 AF ramp. **NASA** All inbound to NASA side must coordinate in advance with NASA Flight Svc Ops DSN 574-3070,
 C757-864-3887. Svc not avbl for non-NASA acft. Twy J can only be used during daylgt and VFR conditions as it
 does not have twy edge lghts and is restricted to acft with total wingspan of 80' or less and 100,000 lbs or less
 gross weight.

COMMUNICATIONS: SFA ATIS 270.1 PTD 141.75 376.2

⑦ **NORFOLK APP/DEP CON** 126.05 370.925 (010°-080°) 127.9 269.42 (180°-310°) 124.9 379.1 (311°-009°)

TOWER 125.0 253.5 **GND CON** 121.7 275.8 **CLNC DEL** 118.85 257.625

CONSOLIDATED COMD POST (Raymond 16) 251.25 311.0 (Have quick timing avbl 287.45.)

PMSV METRO 239.8(Wx DSN 574-5908. Alternate PMSV is McGuire AFB. Full svc avbl Mon-Fri 1200-2200Z†.

Remote briefing svc avbl 9 OWS Shaw AFB DSN 965-0939 thru 0943, C 803-895-0939.

NASA OPS 123.375 310.4

RADIO AIDS TO NAVIGATION: NOTAM FILE LFI.

(L) **TACAN** Chan 70 LFI (112.3) N37°05.13' W76°21.56' at fld. 11/10W. No NOTAM MP Tue and Thu
 1100-1300Z† and 2300-0200Z†.

TACAN unusable:

130-150° byd 22 NM blo 2,000'

305°-184° byd 9 NM blo 7,000'

170°-180° byd 27 NM blo 2,000'

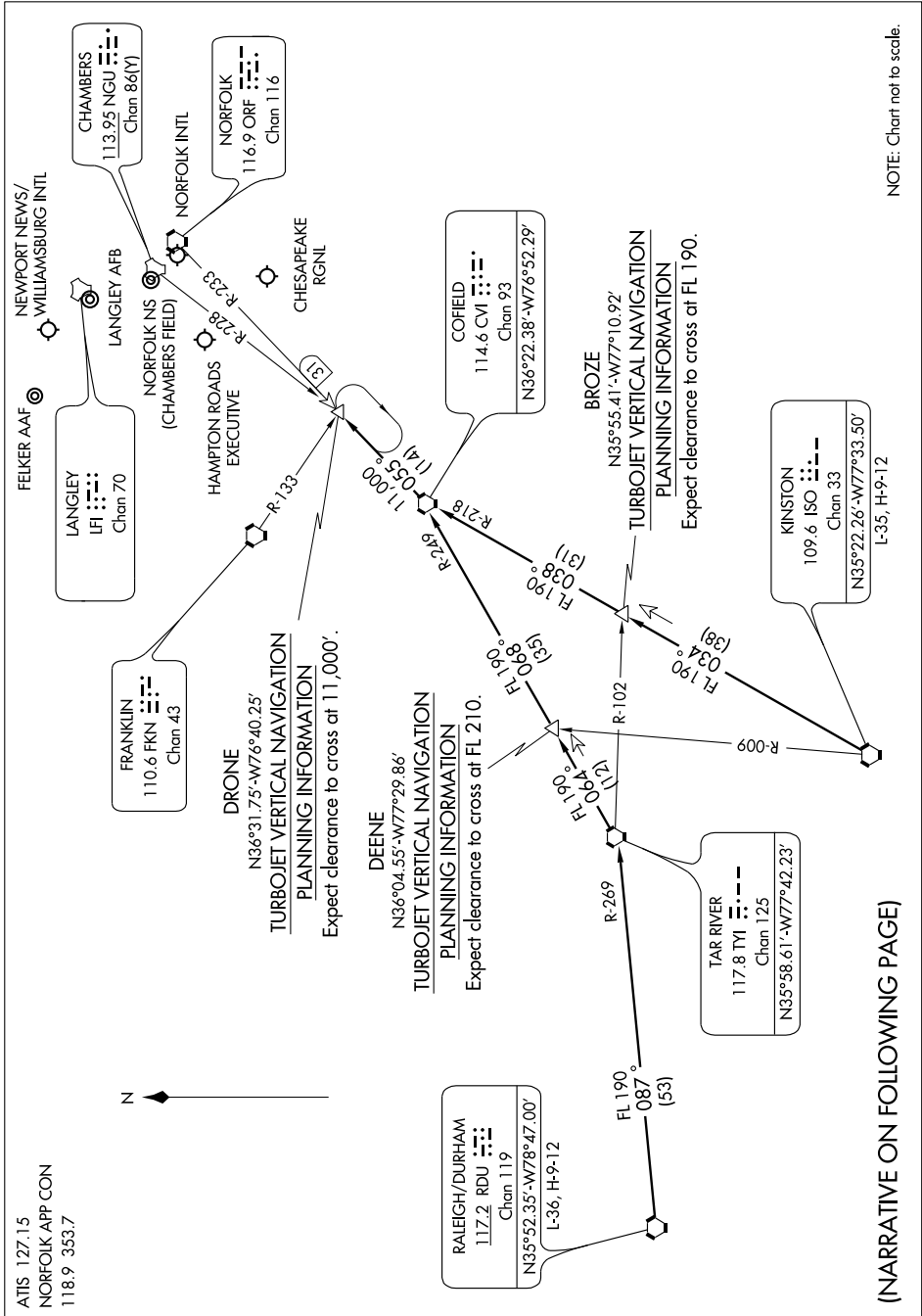
318°-305° byd 30 NM blo 3,000'

ILS 109.9 I-LFI Rwy 08. GS unusable for coupled apch blo 750'. No NOTAM MP Mon, Wed, Fri

1100-1300Z† and 2300-0200Z†.

ILS 109.9 I-ABM Rwy 26. No NOTAM MP Mon, Wed, and Fri 1100-1300Z† and 2300-0200Z†.

NE-3, 23 SEP 2010 to 21 OCT 2010



NE-3, 23 SEP 2010 to 21 OCT 2010

(NARRATIVE ON FOLLOWING PAGE)

DRONE ONE ARRIVAL (DRONE.DRONE1)

NORFOLK, VIRGINIA

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1): From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

LANGLEY AFB (KLF1)

LOC I-LFI <u>109.9</u>	APCH CRS 078°	Rwy Idg 10,000 TDZE 9 Arpt Elev 11
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JAL-185 [USAF]

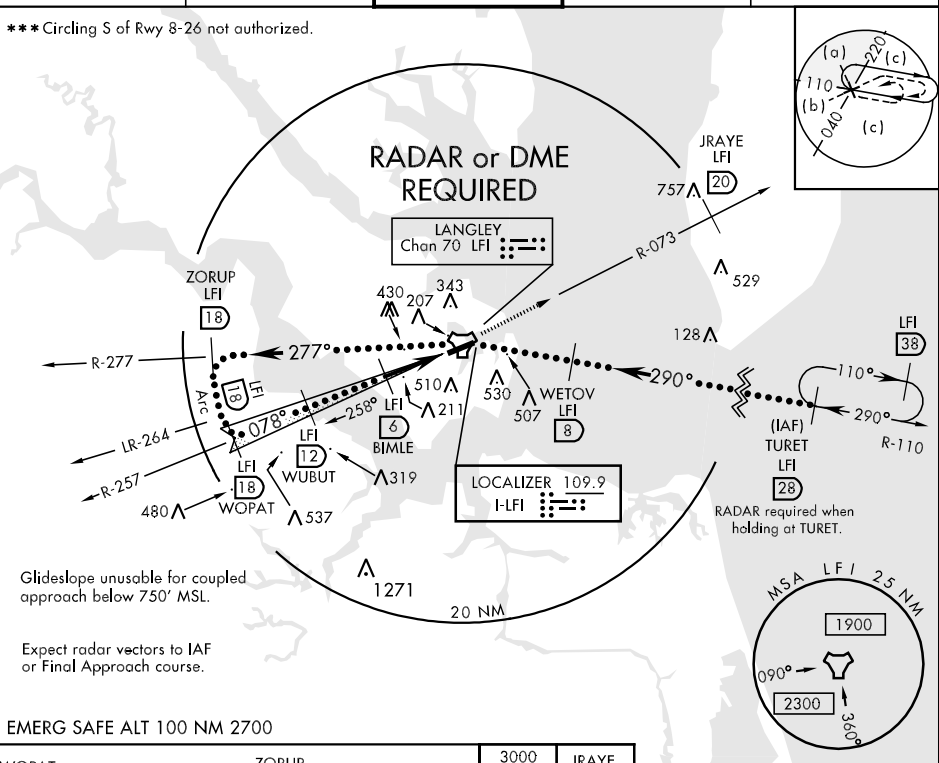
T * When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT C RVR to 60 and vis to $1\frac{1}{4}$ miles,
 CAT D vis to $1\frac{1}{2}$ miles. CAT E vis to $1\frac{3}{4}$ miles.

ALSF-1

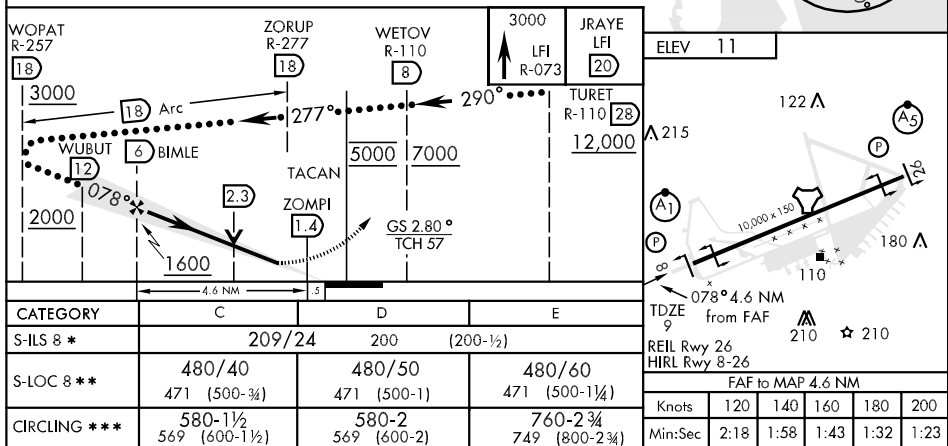
MISSED APPROACH: Climb to 3000 via LFI
R-073 to 20 DME (JRAYE).

ATIS ★ 270.1	NORFOLK APP CON 125.7 335.625	LANGLEY TOWER 125.0 253.5	GND CON 121.7 275.8	CLNC DEL 118.85 257.625
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*** Circling S of Rwy 8-26 not authorized.



EMERG SAFE ALT 100 NM 2700



HAMPTON, VIRGINIA

37°05'N-76°21'W

LANGLEY AFB (KLFI)

HI-ILS RWY 8

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010

LOC I-ABM
109.9

APCH CRS
258°

Rwy Idg	10,000
TDZE	10
Arpt Elev	11

JAL-185 [USAF]

LANGLEY AFB (KLFI)

T * When ALS inop, increase CAT C RVR to 50 and vis to 1 mile,
CAT DE RVR to 60 and vis to 1¼ miles.
** Circling S of Rwy 8-26 not authorized.

MALSR
A5

MISSED APPROACH: Climb to 3000 via LFI
R-260 to 20 DME (EXURE).

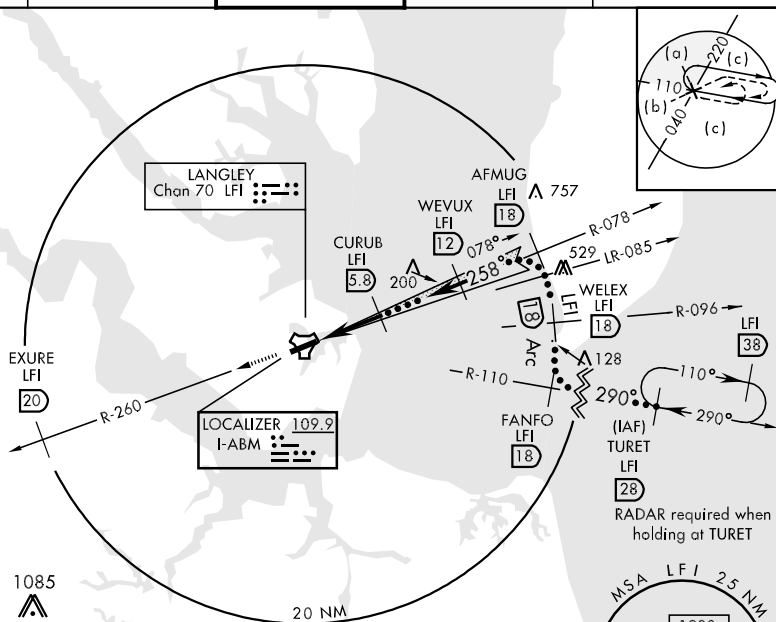
ATIS ★
270.1

NORFOLK APP CON
125.7 335.625

LANGLEY TOWER
125.0 253.5

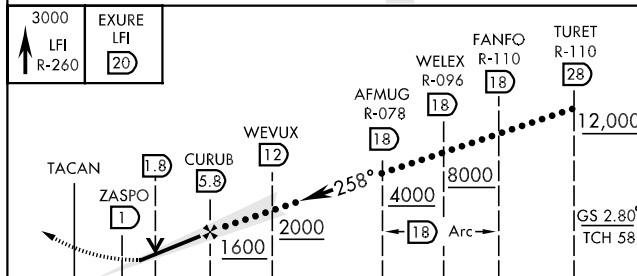
GND CON
121.7 275.8

CLNC DEL
118.85 257.625

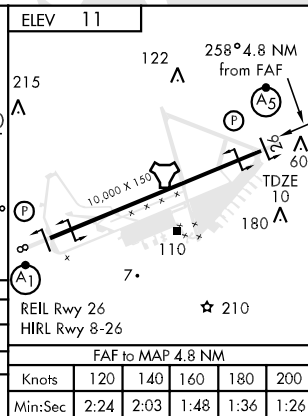


RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 2700



	3	← 4.8 NM →		
CATEGORY		C	D	E
S-LS 26		210/40	200	(200-¾)
S-LOC 26*		400/40	390	(400-¾)
CIRCLING **		580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)



HAMPTON, VIRGINIA

37°05'N-76°21'W

LANGLEY AFB (KLFI)

Amdt 2 09351

HI-ILS RWY 26

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010

TACAN LFI Chan 70	APCH CRS 073°	Rwy ldg 10,000 TDZE 9 Arpt Elev 11	JAL-185 [USAF]	LANGLEY AFB (KLFJ)
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▼ *When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½, CAT E vis to 1¾. ** Circling S of Rwy 8-26 not authorized.	ALSIF-1 	MISSED APPROACH: Climb to 3000 via LFI R-073 to 20 DME (JRAYE).
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ATIS ★ 270.1	NORFOLK APP CON 125.7 335.625	LANGLEY TOWER 125.0 253.5	GND CON 121.7 275.8	CLNC DEL 118.85 257.625
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Expect radar vectors to IAF
or Final Approach course.



EMERG SAFE ALT 100 NM 2700

ZUPEL R-253 18 SUBRE 12 ZANKI 6 FUNDY 1.4 2.86° TCH 54 4.6 NM 0.5			3000 LFI R-073 JRAYE LFI 20 TURET R-110 28 12,000		ELEV 11
CATEGORY C D E			S-8* 480/40 471 (500-¾) 480/50 471 (500-1) 480/60 471 (500-1¼)		REIL Rwy 26 HRL Rwy 8-26
CIRCLING ** 580-1½ 569 (600-1½) 580-2 569 (600-2) 760-2¾ 749 (800-2¾)					


HAMPTON, VIRGINIA

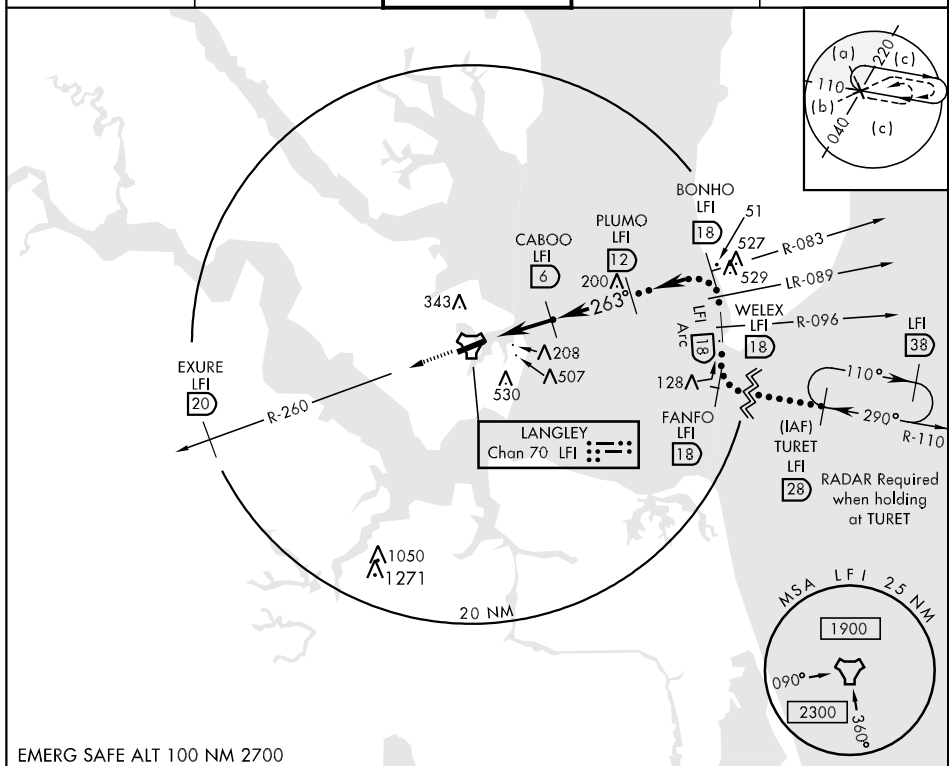
37°05'N-76°21'W

LANGLEY AFB (KLFJ)

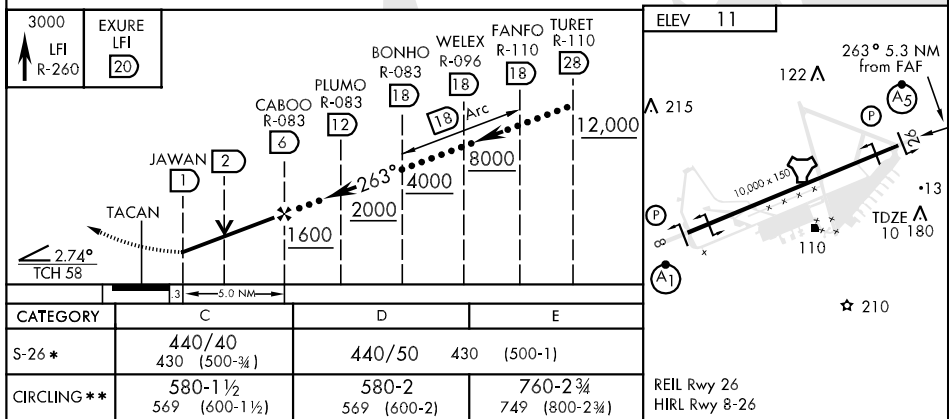
Amdt 2 09351

HI-TACAN RWY 26

TACAN LFI Chan 70		APCH CRS 263°		Rwy Idg 10,000 TDZE 10 Apx Elev 11		JAL-185 [USAF]		LANGLEY AFB (KLFI)	
▼ *When ALS inop, increase CAT C RVR to 60 and vis to 1½ miles, CAT DE vis to 1½ miles. **Circling S of Rwy 8-26 not authorized.							MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXURE).		
ATIS ★ 270.1		NORFOLK APP CON 125.7 335.625		LANGLEY TOWER 125.0 253.5		GND CON 121.7 275.8		CLNC DEL 118.85 257.625	



EMERG SAFE ALT 100 NM 2700



LANGLEY AFB (KLFI)

Amdt 2 09351

HI-TACAN RWY 26

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010

LOC I-LFI 109.9	APCH CRS 078°	Rwy Idg 10,000 TDZE 9 Arpt Elev 11
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AL-185 [USAF]

LANGLEY AFB (KLFJ)

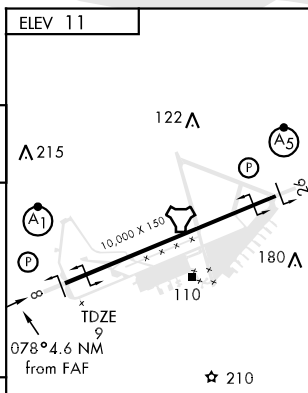
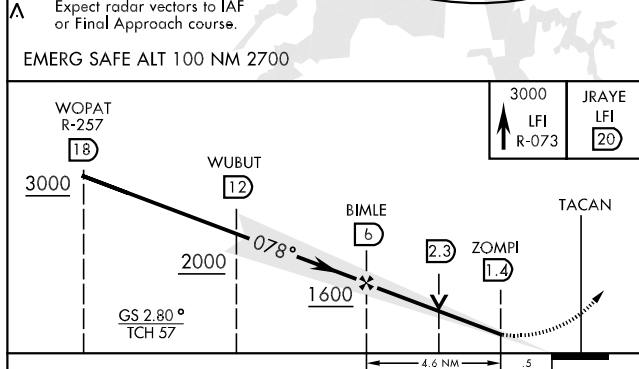
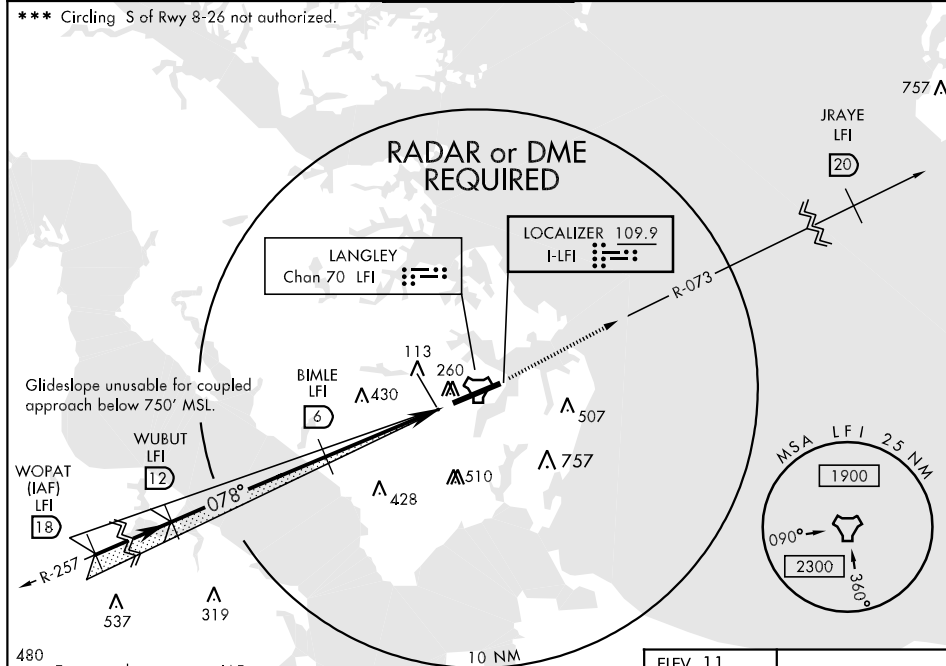
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
 ** When ALS inop, increase CAT A/B RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.



MISSED APPROACH: Climb to 3000
via LFI R-073 to 20 DME (JRAYE).

ATIS ★ 270.1	NORFOLK APP CON 125.7 335.625	LANGLEY TOWER 125.0 253.5	GND CON 121.7 275.8	CLNC DEL 118.85 257.625
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*** Circling S of Rwy 8-26 not authorized.



CATEGORY	A	B	C	D	E
S-ILS 8 *	209/24		200	(200-½)	
S-LOC 8 **	480/24	471 (500-½)	480/40 471 (500-¾)	480/50 471 (500-1)	480/60 471 (500-1¼)
CIRCLING ***	540-1	529 (600-1)	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

REIL Rwy 26
HIRL Rwy 8-26

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

LOC I-ABM
109.9

APCH CRS
258°

Rwy Idg	10,000
TDZE	10
Arpt Elev	11

JAL-185 [USAF]

LANGLEY AFB (KLFI)

T * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile,
CAT DE RVR to 60 and vis to 1½ miles.
** Circling S of Rwy 8-26 not authorized.



MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXURE).

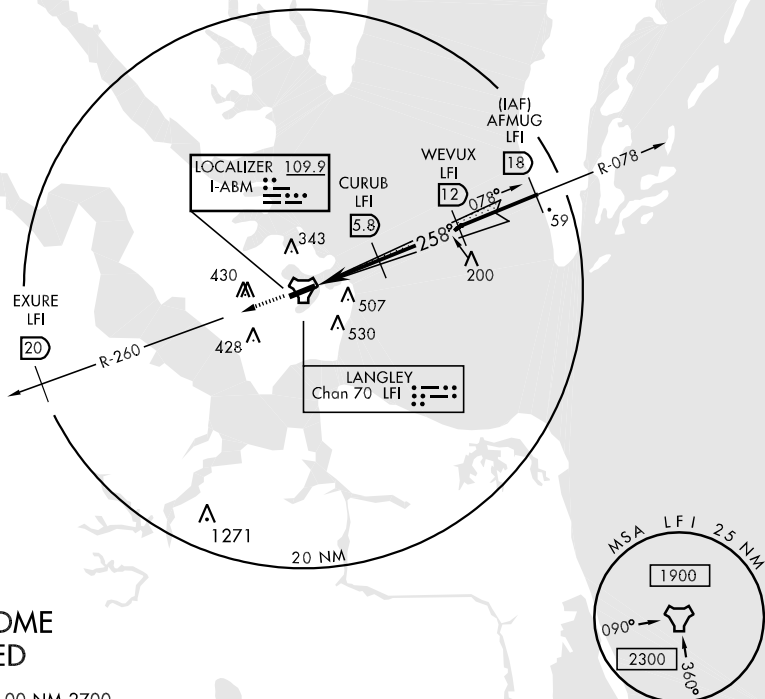
ATIS ★
270.1

NORFOLK APP CON
125.7 335.625

LANGLEY TOWER
125.0 253.5

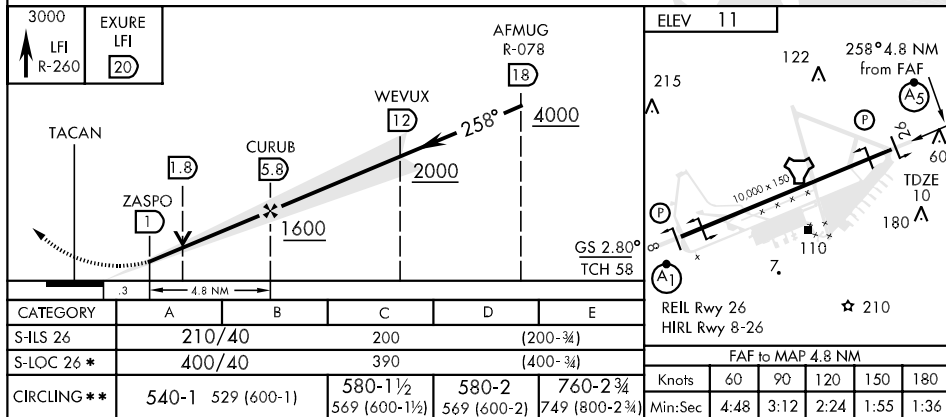
GND CON
121.7 275.8

CLNC DEL
118.85 257.625



RADAR or DME
REQUIRED

EMERG SAFE ALT 100 NM 2700



HAMPSON, VIRGINIA

37°05'N-76°21'W

LANGLEY AFB (KLFI)

Amdt 2 09351

ILS RWY 26

NE-3, 23 SEP 2010 to 21 OCT 2010

APCH CRS 258°	Rwy Idg 10,000 TDZE 10 Arpt Elev 11
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AL-185 [USAF]

LANGLEY AFB (KLFJ)

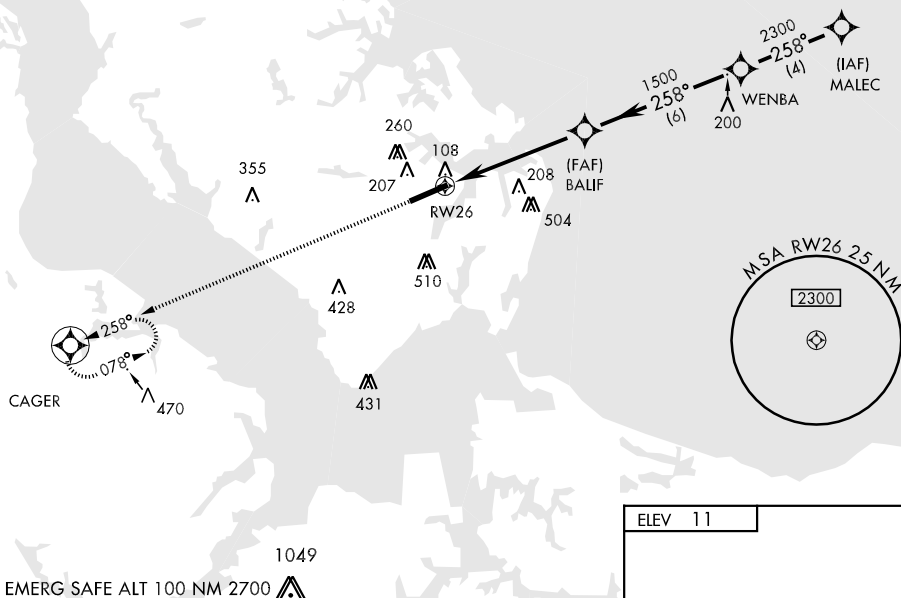
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,
CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling S of Rwy 8-26 not authorized for CAT E acft.



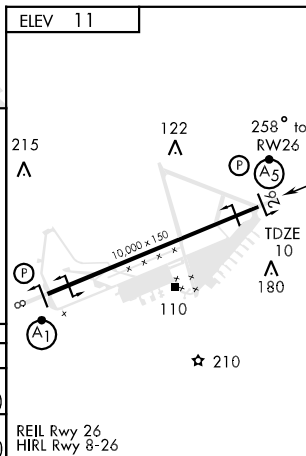
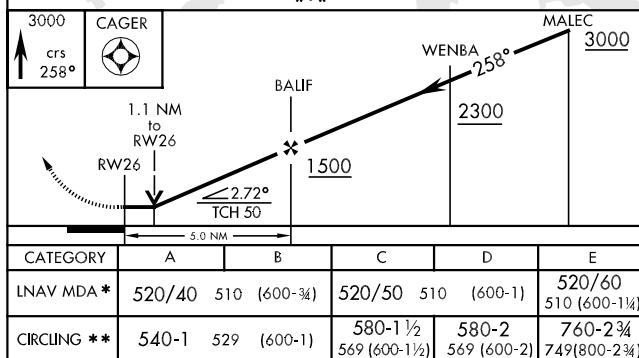
MISSED APPROACH: Climb to 3000 on course 258° to
CAGER WPT and hold.

ATIS ★ 270.1	NORFOLK APP CON 125.7 335.625	LANGLEY TOWER 125.0 253.5	GND CON 121.7 275.8	CLNC DEL 118.85 257.625
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DME/DME RNP-0.3 NA



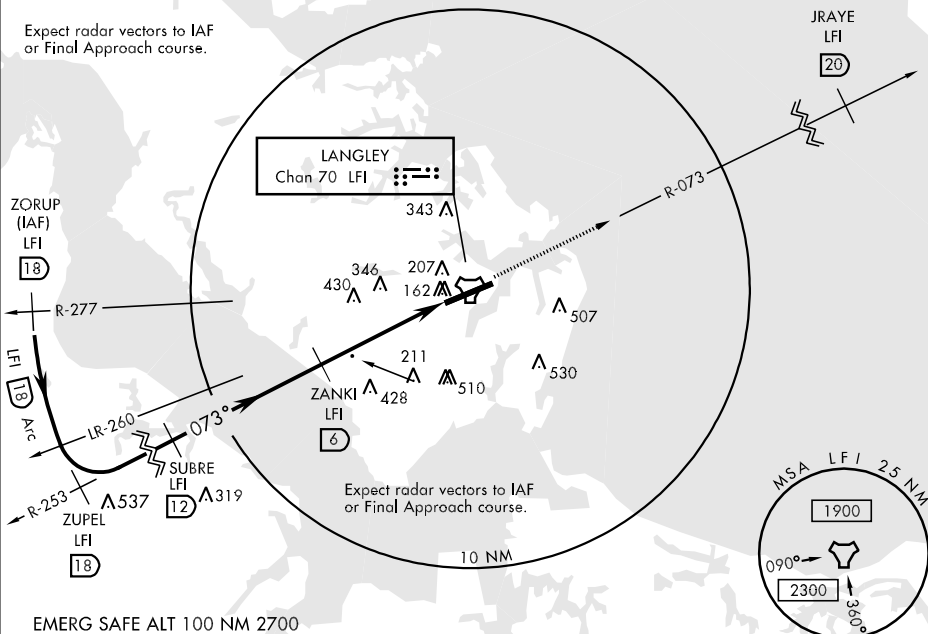
EMERG SAFE ALT 100 NM 2700



TACAN LFI Chan 70	APCH CRS 073°	Rwy Idg 10,000 TDZE 9 Arpt Elev 11	AL-185 [USAF]	LANGLEY AFB (KLFJ)
▼ *When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1½ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.			ALSF-1 	MISSED APPROACH: Climb to 3000 via LFI R-073 to 20 DME (JRAYE).
ATIS ★ 270.1	NORFOLK APP CON 125.7 335.625	LANGLEY TOWER 125.0 253.5	GND CON 121.7 275.8	CLNC DEL 118.85 257.625


** Circling S of Rwy 8-26 not authorized.

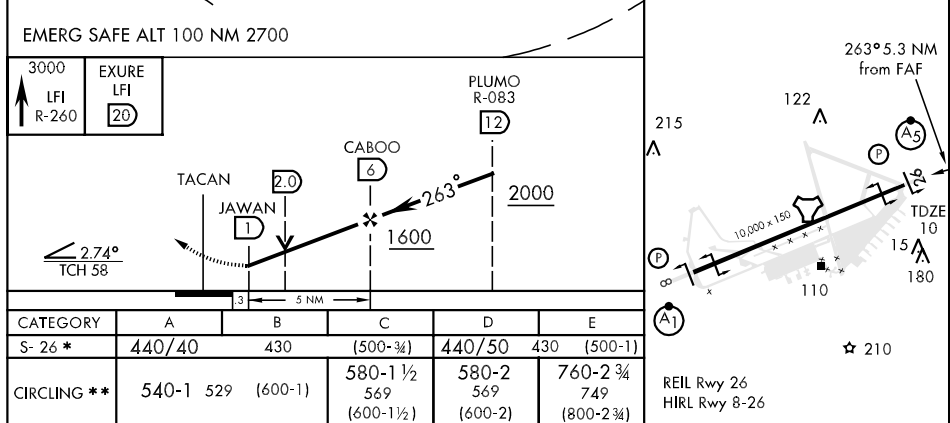
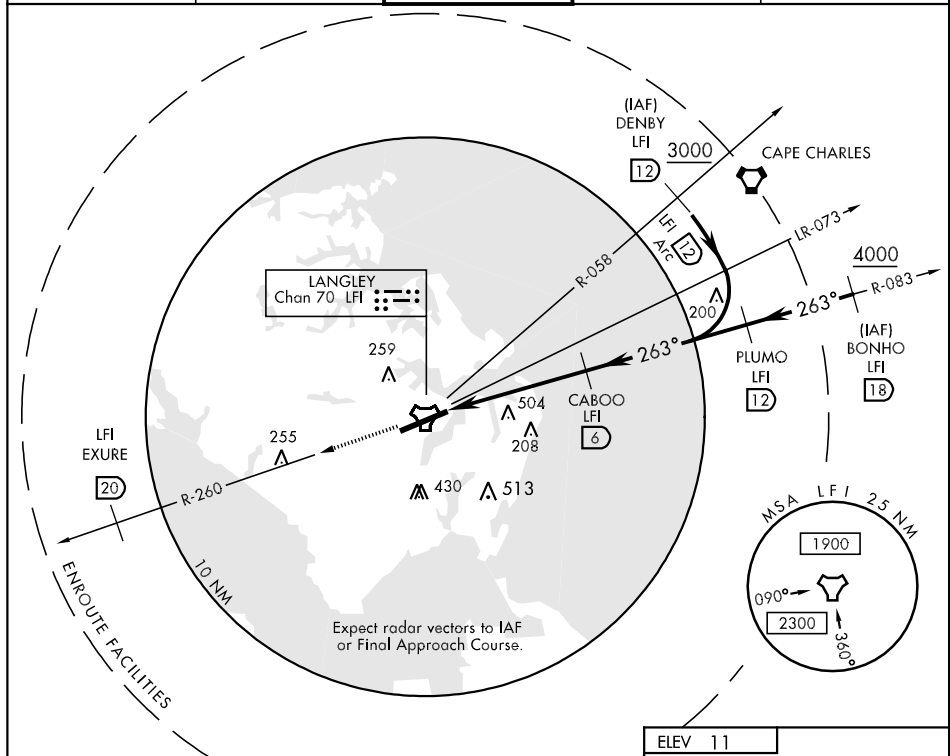
Expect radar vectors to IAF or Final Approach course.



EMERG SAFE ALT 100 NM 2700

ZORUP R-277 LFI 18 ZUPEL R-253 LFI 18 SUBRE LFI 12 ZANKI LFI 6 FUNDY LFI 2.3 TACAN JRAYE LFI 20 ELEV 11 122 215 180 110 210 10,000 x 150 TDZE 9 073° 5.1 NM from FAF		3000 LFI R-073 3000 2000 1600 2.86° TCH 54 4.6 NM 0.5		3000 JRAYE LFI 20 ELEV 11 122 215 180 110 210 10,000 x 150 TDZE 9 073° 5.1 NM from FAF	
CATEGORY	A	B	C	D	E
TAC 8 *	480/24	471 (500-½)	480/40 471 (500-¾)	480/50 471 (500-1)	480/60 471 (500-1½)
CIRCLING **	540-1	529 (600-1)	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

TACAN LFI Chan 70	APCH CRS 263°	Rwy Idg 10,000 TDZE 10 Arpt Elev 11	AL-185 [USAF]	LANGLEY AFB (KLFJ)
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles. ** Circling S of Rwy 8-26 not authorized.			MALSR 	MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXURE).
ATIS ★ 270.1	NORFOLK APP CON 125.7 335.625	LANGLEY TOWER 125.0 253.5	GND CON 121.7 275.8	CLNC DEL 118.85 257.625



HOT SPRINGS

INGALLS FLD

(HSP) 3 S UTC-5(-4DT) N37°57.09' W79°50.03'

3793 B FUEL 100LL, JET A NOTAM FILE HSP

RWY 07-25: H5600X100 (ASPH-PFC) S-65, D-160, 2S-175 HIRL 0.5% up SW

RWY 07: PAPI(P4R)—GA 3.0°TCH 46'. Ground.

RWY 25: REIL. PAPI(P4L)—GA 3.0°TCH 58'.

AIRPORT REMARKS: Attended Nov-Mar 1400-2200Z†, Apr-Oct Mon-Fri 1300-2300Z† Sat-Sun 1300-2300Z†. Wildlife, including bear on and in/ov arpt. Be advised low pass to check/clear wildlife when arpt unattended. ACTIVATE HIRL Rwy 07-25, PAPI Rwy 07 and 25, REIL Rwy 25 and twy lgs—CTAF. Ldg fee. Ldg fee waived for fuel purchase multi engine acft only.

WEATHER DATA SOURCES: AWOS-3 118.8 (540) 839-5974.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ WASHINGTON CENTER APP/DEP CON 134.4

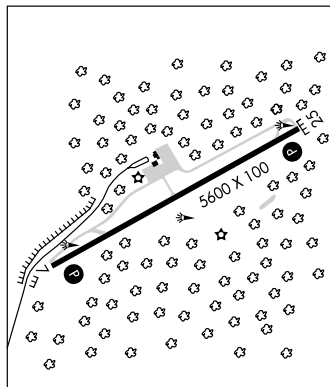
AIRSPACE: CLASS E svc 1500-2300Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

MONTEBELLO (L) VOR/DME 115.3 MOL Chan 100 N37°54.03'

W79°06.41' 280° 34.7 NM to fld. 3460/05W.

ILS 108.7 I-HSP Rwy 25. ILS unmonitored

0200-1230Z†. GS unusable blo 4030'.



HUMMEL FLD

(See SALUDA)

INGALLS FLD

(See HOT SPRINGS)

INGLE

N36°50.43' W76°15.08' NOTAM FILE ORF.

NDB (LOM) 329 OR 046°4.1 NM to Norfolk Intl.

JONES

N36°36.87' W78°03.19' NOTAM FILE AVC.

NDB (MHW) 373 AEA 008°4.4 NM to Mecklenburg-Brunswick Rgnl.

WASHINGTON

L-36G

JONESVILLE

LEE CO

(ØVG) 5 SW UTC-5(-4DT) N36°39.25' W83°13.07'

1411 B TPA-2411(1000) NOTAM FILE DCA

RWY 07-25: H5000X75 (ASPH) S-30 MIRL 0.9% up NE

RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

RWY 25: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended on call. After hours call 276-346-2075 or 276-346-3051. ACTIVATE MIRL Rwy 07-25, PAPI Rwy 07 and Rwy 25, and REIL Rwy 07 and Rwy 25—CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ ATLANTA CENTER APP/DEP CON 127.55

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

HAZARD (L) VOR/DME 111.2 AZQ Chan 49 181° 44.2 NM to fld. 1247/04W. DME unusable byd 25 NM blo 4500'.

CINCINNATI

H-9B, 12G, L-25B

IAP

LOC I-HSP **108.7**
 APP CRS **247°**
 Rwy Idg **5600**
 TDZE **3773**
 Apt Elev **3793**

ILS or LOC RWY 25

HOT SPRINGS/INGALLS FIELD (HSP)

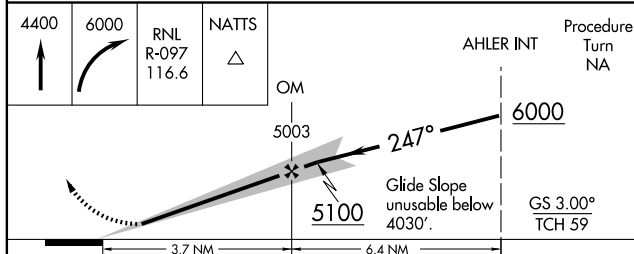
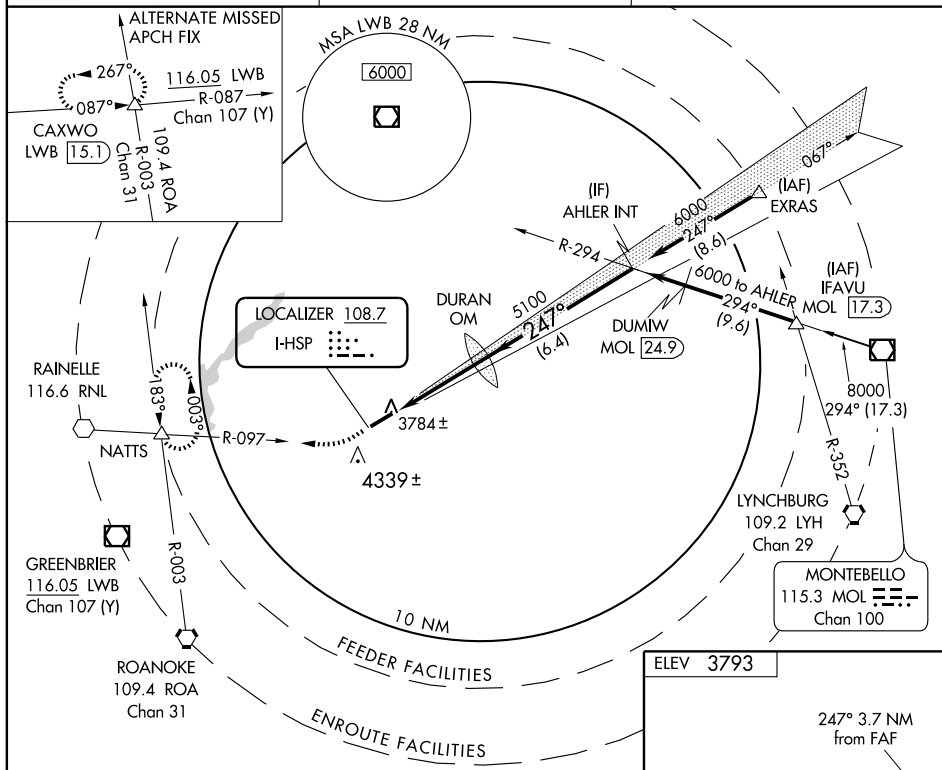
NA Circling NA southeast of Rwy 7-25.
 When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 4400 then climbing right turn to 6000 via RNL VOR R-097 to NATTS INT and hold.

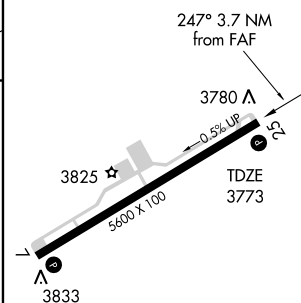
AWOS-3
118.8

WASHINGTON CENTER
134.4 353.9

UNICOM
123.0 (CTAF) 0



ELEV **3793**



CATEGORY	A	B	C	D
S-ILS 25	4088-1	315 (300-1)		
S-LOC 25	4240-1 467 (500-1)	4240-1½ 467 (500-1½)	4240-1½ 467 (500-1½)	
CIRCLING	4440-1 647 (700-1)	4480-2 687 (700-2)	4480-2½ 687 (700-2½)	

REIL Rwy 25 **0**
 HIRL Rwy 7-25 **0**

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

WAAS CH 86813 W07A	APP CRS 067°	Rwy Idg TDZE Apt Elev 5600 3793
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RNAV (GPS) RWY 7

HOT SPRINGS/INGALLS FIELD (HSP)

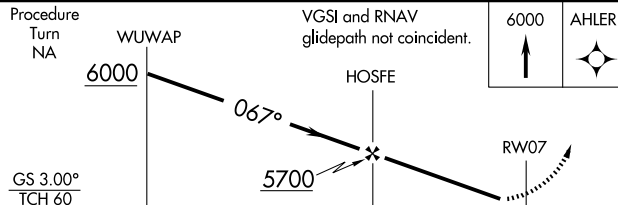
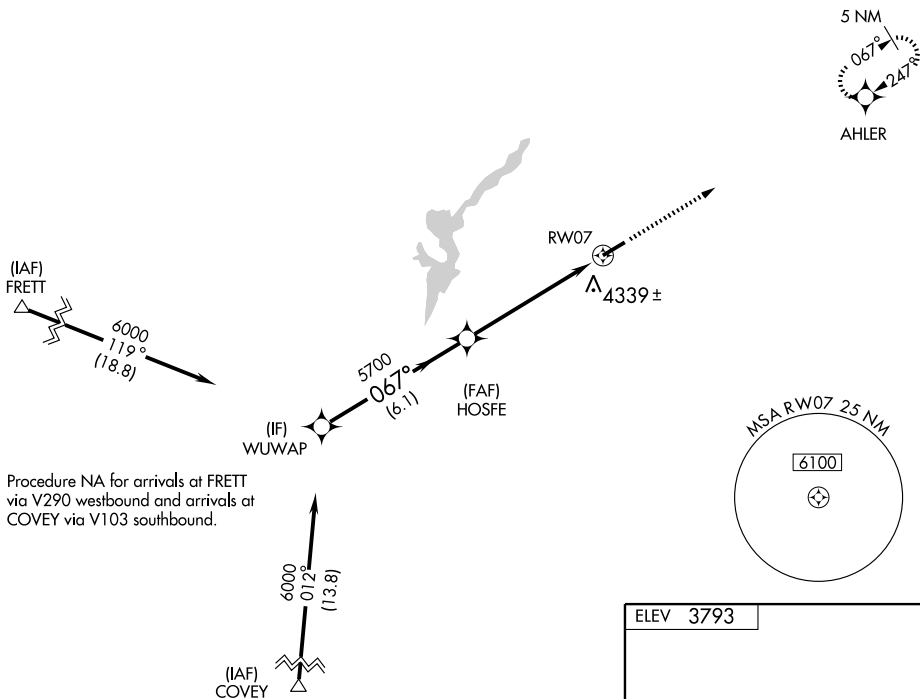
⚠ Circling NA southeast of Rwy 7-25. Baro-VNAV NA.
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to
6000 direct AHLER and hold.

AWOS-3
118.8

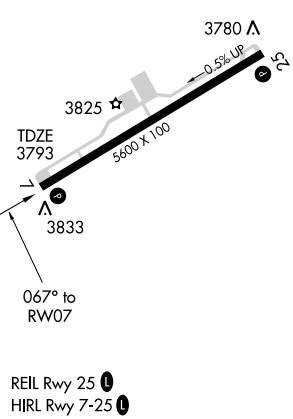
WASHINGTON CENTER
134.4 353.9

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	4143-1¼		350 (400-1¼)	
LNAV/VNAV DA	4619-3		826 (900-3)	
LNAV MDA	4700-1¼ 907 (1000-1¼)		4700-2¾ 907 (1000-2¾)	4700-3 907 (1000-3)
CIRCLING	4700-1¼ 907 (1000-1¼)		4700-2¾ 907 (1000-2¾)	4700-3 907 (1000-3)

ELEV 3793



WAAS
CH **53713**
W25A

APP CRS
247°

Rwy Idg
TDZE
Apt Elev
5600
3773
3793

RNAV (GPS) RWY 25

HOT SPRINGS/INGALLS FIELD (HSP)

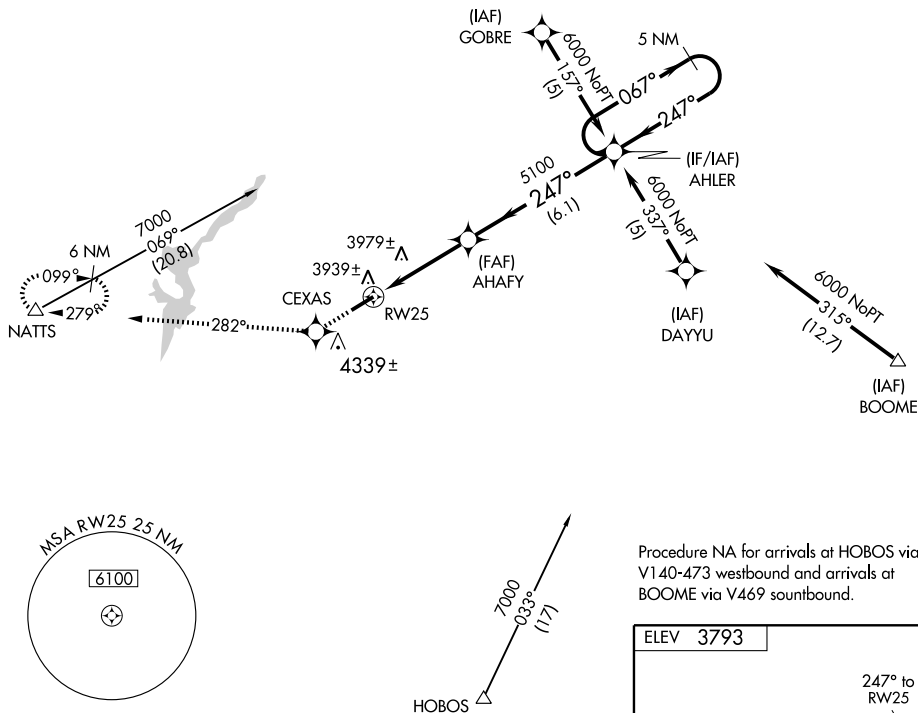
▼ Circling NA SE of Rwy 7-25. Baro-VNAV NA.
▲ DME/DME RNP-0.3 NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct
CEXAS and via track 282° to NATTS and hold.

AWOS-3
118.8

WASHINGTON CENTER
134.4 353.9

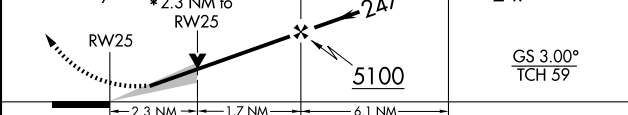
UNICOM
123.0 (CTAF) 0



6000 CEXAS tr NATTS
282°

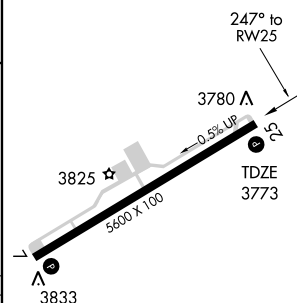
*LNAV Only

*2.3 NM to RW25



CATEGORY	A	B	C	D
LPV DA	4164-1¼ 391 (400-1¼)			
LNAV/ VNAV DA	4309-2 536 (600-2)			
LNAV MDA	4560-1 787 (800-1)	4560-1¼ 787 (800-1¼)	4560-2¼ 787 (800-2¼)	4560-2½ 787 (800-2½)
CIRCLING	4560-1 767 (800-1)	4560-1¼ 767 (800-1¼)	4560-2¼ 767 (800-2¼)	4560-2½ 767 (800-2½)

ELEV **3793**



REIL Rwy 25 0
HIRL Rwy 7-25 0

HOT SPRINGS

INGALLS FLD (HSP) 3 S UTC-5(-4DT) N37°57.09' W79°50.03'

3793 B FUEL 100LL, JET A NOTAM FILE HSP

RWY 07-25: H5600X100 (ASPH-PFC) S-65, D-160, 2S-175 HIRL 0.5% up SW

RWY 07: PAPI(P4R)—GA 3.0°TCH 46'. Ground.

RWY 25: REIL. PAPI(P4L)—GA 3.0°TCH 58'.

AIRPORT REMARKS: Attended Nov-Mar 1400-2200Z†, Apr-Oct Mon-Fri 1300-2300Z† Sat-Sun 1300-2300Z†. Wildlife, including bear on and in/ov arpt. Be advised low pass to check/clear wildlife when arpt unattended. ACTIVATE HIRL Rwy 07-25, PAPI Rwy 07 and 25, REIL Rwy 25 and twy lgs—CTAF. Ldg fee. Ldg fee waived for fuel purchase multi engine acft only.

WEATHER DATA SOURCES: AWOS-3 118.8 (540) 839-5974.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ WASHINGTON CENTER APP/DEP CON 134.4

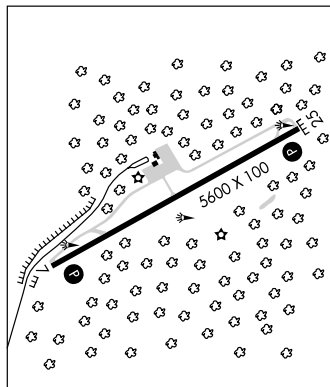
AIRSPACE: CLASS E svc 1500-2300Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

MONTEBELLO (L) VOR/DME 115.3 MOL Chan 100 N37°54.03'

W79°06.41' 280° 34.7 NM to fld. 3460/05W.

ILS 108.7 I-HSP Rwy 25. ILS unmonitored

0200-1230Z†. GS unusable blo 4030'.



HUMMEL FLD (See SALUDA)

INGALLS FLD (See HOT SPRINGS)

INGLE N36°50.43' W76°15.08' NOTAM FILE ORF.

NDB (LOM) 329 OR 046°4.1 NM to Norfolk Intl.

JONES N36°36.87' W78°03.19' NOTAM FILE AVC.

NDB (MHW) 373 AEA 008°4.4 NM to Mecklenburg-Brunswick Rgnl.

WASHINGTON

L-36G

JONESVILLE

LEE CO (ØVG) 5 SW UTC-5(-4DT) N36°39.25' W83°13.07'

1411 B TPA-2411(1000) NOTAM FILE DCA

RWY 07-25: H5000X75 (ASPH) S-30 MIRL 0.9% up NE

RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

RWY 25: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended on call. After hours call 276-346-2075 or 276-346-3051. ACTIVATE MIRL Rwy 07-25, PAPI Rwy 07 and Rwy 25, and REIL Rwy 07 and Rwy 25—CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ ATLANTA CENTER APP/DEP CON 127.55

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

HAZARD (L) VOR/DME 111.2 AZQ Chan 49 181° 44.2 NM to fld. 1247/04W. DME unusable byd 25 NM blo 4500'.

CINCINNATI

H-9B, 12G, L-25B

IAP

APP CRS	Rwy Idg	5000
066°	TDZE	1403
	Apt Elev	1411

RNAV (GPS) RWY 7

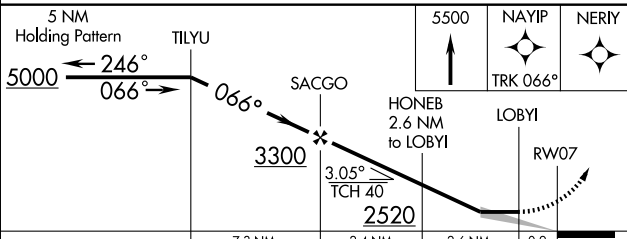
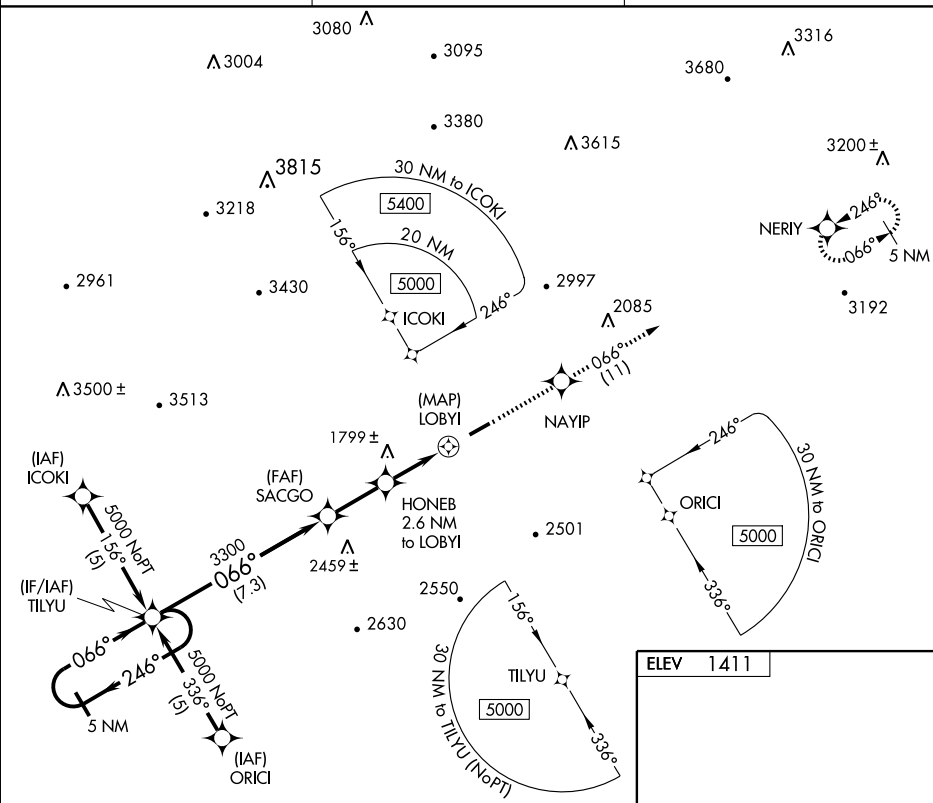
JONESVILLE / LEE COUNTY (ØVG)

T Use Morristown, TN altimeter setting; if not received, use
A ^{NA} Middlesboro, KY altimeter setting and increase all MDAs
 20 feet. DME/DME RNP-0.3 NA.

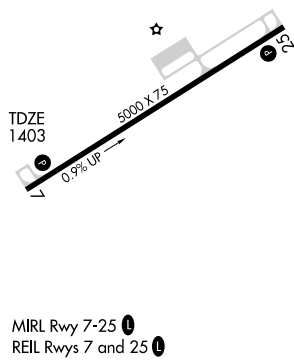
MISSED APPROACH: Climb to 5500 direct NAYIP and via 066° track to NERIY and hold, continue climb-in-hold to 5500.

MORRISTOWN AWOS-3
126.725

ATLANTA CENTER
127.55 269.50

CTAF
122.9 **L**

CATEGORY	A	B	C	D
LNAV MDA	2140-1	737 (800-1)	2140-2 737 (800-2)	2140-2 ¹ / ₄ 737 (800-2 ¹ / ₄)
CIRCLING	2200-1 789 (800-1)	2200-1 ¹ / ₄ 789 (800-1 ¹ / ₄)	2200-2 ¹ / ₄ 789 (800-2 ¹ / ₄)	2280-2 ³ / ₄ 869 (900-2 ³ / ₄)



JONESVILLE, VIRGINIA
Orig 10098

36°39'N - 83°13'W

JONESVILLE / LEE COUNTY (ØVG)
RNAV (GPS) RWY 7

NE-3. 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 82717 W25A	APP CRS 246°	Rwy Idg TDZE Apt Elev 1411
--	------------------------	--

RNAV (GPS) RWY 25

JONESVILLE / LEE COUNTY (ØVG)

V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Middlesboro, KY altimeter setting and increase all DA 95 feet and LPV visibility all Cats ¼ mile; increase all MDA 100 feet and increase LNAV and Circling visibility Cats B and C ¼ mile.

MISSED APPROACH: Climb to 5000 direct TILYU and hold, continue climb-in-hold to 5000.

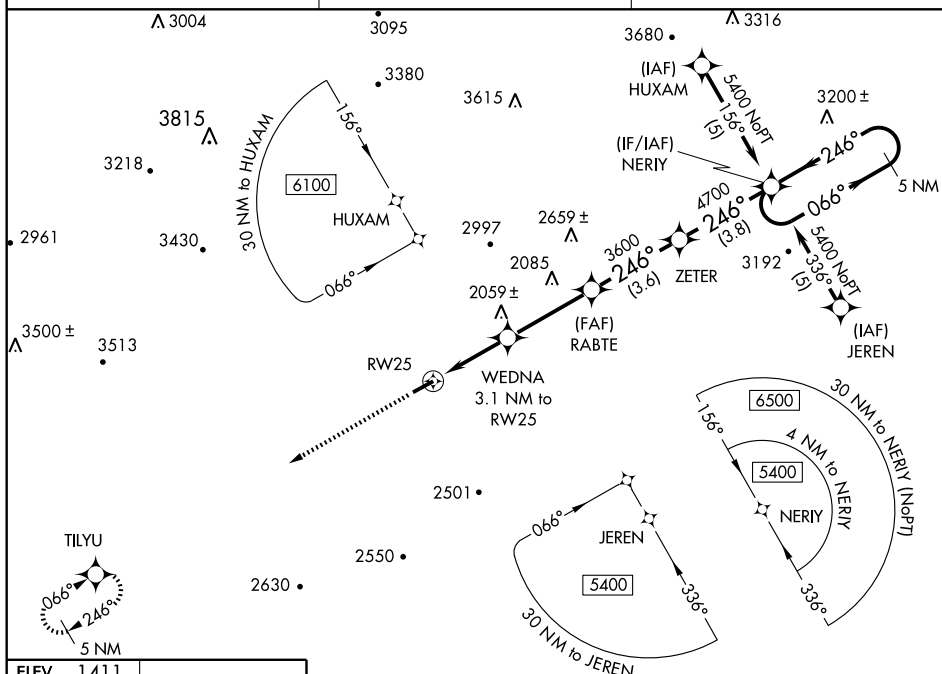
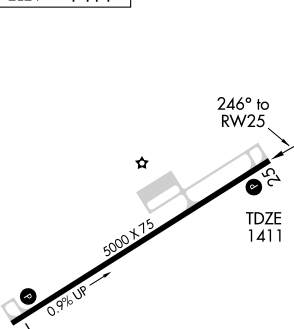
MORRISTOWN AWOS-3

126.725

ATLANTA CENTER

127.55 269.50

CTAF

122.9ELEV **1411**

5000	TILYU	VGSI and RNAV glidepath not coincident.				5 NM Holding Pattern
* LNAV only	WEDNA 3.1 NM to RW25	RABTE 3600	ZETER 4700	NERY	066° → 5400	GS 3.00° TCH 58
RW25	*2460	3600	4700		← 246°	
	3.1 NM	3.5 NM	3.6 NM	3.8 NM		
CATEGORY	A	B	C	D		
LPV DA	1711-1 300 (300-1)					
LNAV MDA	2320-1 ¼ 909 (1000-1 ¼)		2320-2 ¾ 909 (1000-2 ¾)		2320-3 909 (1000-3)	
CIRCLING	2320-1 ¼ 909 (1000-1 ¼)		2320-2 ¾ 909 (1000-2 ¾)		2320-3 909 (1000-3)	

MIRL Rwy 7-25 **Ø**
REIL Rwy 7 and 25 **Ø**

JONESVILLE, VIRGINIA

Amdt 1 23SEP10

36°39'N - 83°13'W

JONESVILLE / LEE COUNTY (ØVG)

RNAV (GPS) RWY 25

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

LAWRENCEVILLE/BRUNSWICK MUNI (LVL) 3 E UTC-5(-4DT) N36°46.37' W77°47.66'

WASHINGTON

329 B FUEL 100LL NOTAM FILE DCA

L-36G

RWY 18-36: H3020X50 (ASPH) S-12.5 MIRL 0.6% up S.

IAP

RWY 18: Trees. RWY 36: Trees.

RWY 06-24: 1890X70 (TURF) 1.7% up NE

RWY 06: Tree. RWY 24: Tree.

AIRPORT REMARKS: Attended 1300-2200Z. Rwy 06-24 tmpry CLOSED due to obstructions. Deer on and in/ovf arpt. Rwy 06-24 marked with cones. ACTIVATE MIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 112.9T (LEESBURG RADIO)

WASHINGTON APP/DEP CON 118.75

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

(L) VORTAC 112.9 LVL Chan 76 N36°49.08'

W77°54.18' 125° 5.9 NM to fld. 350/08W.

VOR portion unusable:

090° byd 20 NM

090° blo 7000'

091°-105°

106° byd 27 NM

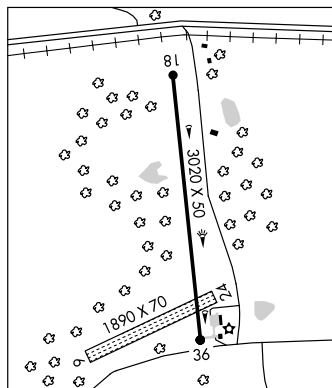
106° blo 7500'

107°-170°

171°-280° blo 6000'

201°-325° byd 17 NM blo 9000'

326°-089°



LEE CO (See JONESVILLE)

LEESBURG EXECUTIVE (JYO) 3 S UTC-5(-4DT) N39°04.68' W77°33.45'

WASHINGTON

389 B S4 FUEL 100LL, JET A OX 4 TPA-1199(810) LRA NOTAM FILE JYO

COPTER

RWY 17-35: H5500X100 (ASPH) S-30, D-70 HIRL

H-10H, 12I, L-29E, 34F, A

RWY 17: ODALS(NSTD). REIL. PAPI(P4L)—GA 3.0° TCH 32'.

IAP

RWY 35: REIL. PAPI(P4R)—GA 3.0° TCH 32'. Trees.

AIRPORT REMARKS: Attended 1300-0100Z. For svc after hrs call 703-777-1540. For fuel and other line svcs contact arpt ops on frequency 132.0. Birds and deer on and in/ovf arpt. Helicopter activity. Calm wind use Rwy 17. Ramp fence southwest side ramps lead-in lines on west ramp NA. PAEW on and in/ovf arpt. Rwy 17 NSTD ODALS, 3 lgt configuration. ACTIVATE HIRL Rwy 17-35, ODALS Rwy 17, REIL Rwy 17 and Rwy 35 and PAPI Rwy 17 and Rwy 35—CTAF. Omni-directional REIL Rwy 17 and Rwy 35. US Customs avbl on req Mon-Fri 703-661-3632 extension 108/119 prior to 2200Z the preceding workday; after 2200Z or weekends 1-800-973-2867.

WEATHER DATA SOURCES: AWOS-3 125.225 (703) 777-3781.

COMMUNICATIONS: CTAF/UNICOM 122.975

RCO 122.6 122.2 (LEESBURG RADIO)

Ⓡ POTOMAC APP/DEP CON 126.1 CLNC DEL 118.55 135.075

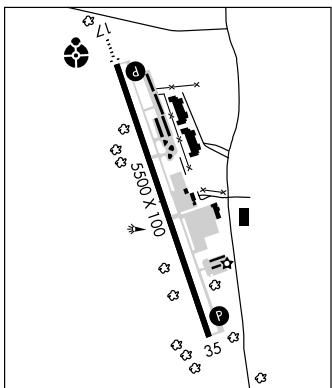
RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.

ARMEL (L) VORTAC 113.5 AML Chan 82 N38°56.08'

W77°28.00' 342° 9.6 NM to fld. 297/08W.

ILS/DME 111.75 I-JYO Chan 54Y Rwy 17. LOC only. LOC/DME unmonitored when arpt unattended.

COMM/NAV/WEATHER REMARKS: AWOS-3 Visibility/ceiling unreliable. Wind unreliable.



LINDEN N38°51.26' W78°12.33' NOTAM FILE DCA.

WASHINGTON

(L) VORTAC 114.3 LDN Chan 90 335° 4.4 NM to Front Royal-Warren Co. 2440/06W.

COPTER

DME portion unusable:

115°-150° byd 20 NM blo 3500'

150°-155° byd 20 NM blo 4000'

155°-175° byd 20 NM blo 4500'

175°-200° byd 20 NM blo 5000'

200°-225° byd 20 NM blo 5500'

RCO 122.1R 114.3T (LEESBURG RADIO)

LONESOME PINE (See WISE)

APP CRS **181°**
 Rwy Idg **3020**
 TDZE **329**
 Apt Elev **329**

RNAV (GPS) RWY 18

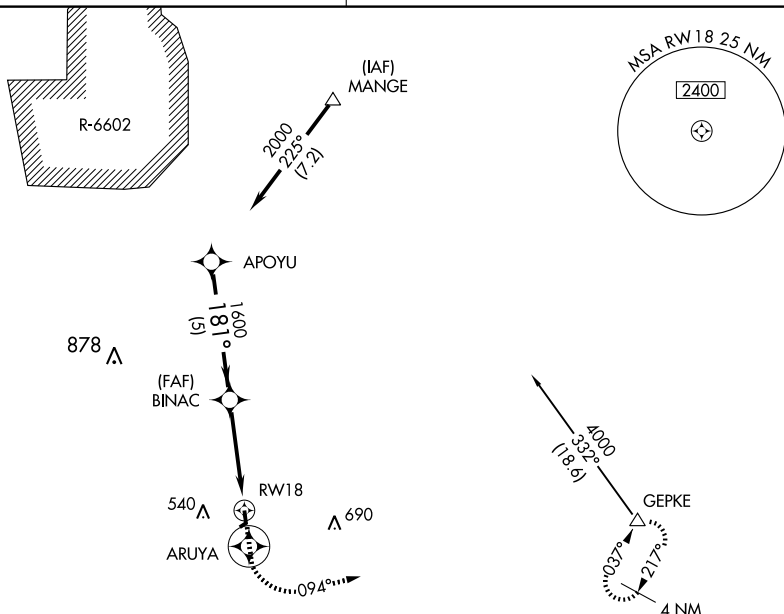
LAWRENCEVILLE/BRUNSWICK MUNI (LVL)

▼ Use Mecklenburg/Brunswick altimeter setting.
 ▲ NA DME/DME RNP-0.3 NA. GPS or RNP-0.3 required.
 Circling NA to Rwy 6/24.

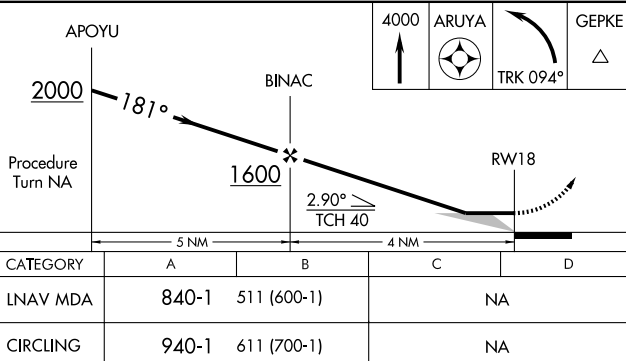
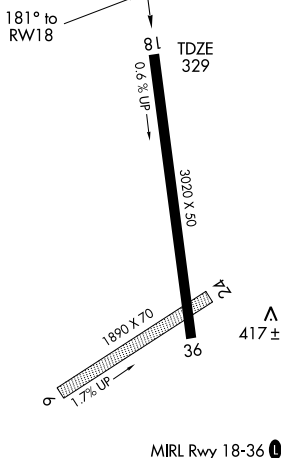
MISSED APPROACH: Climb to 4000 direct ARUYA WP and left turn via 094° track to GEPKE WP and hold.

WASHINGTON APP CON
118.75 377.1

UNICOM
122.8 (CTAF) 0



ELEV 329



APP CRS
001°

Rwy Idg **3020**
TDZE **327**
Apt Elev **329**

RNAV (GPS) RWY 36

LAWRENCEVILLE/BRUNSWICK MUNI (LVL)

▼ Use Mecklenburg/Brunswick altimeter setting.
▲ NA DME/DME RNP-0.3 NA. GPS or RNP-0.3 required.
Circling NA to Rwy 6/24.

MISSED APPROACH: Climbing left turn to 4000 direct LORZO WP and hold.

WASHINGTON APP CON
118.75 377.1

UNICOM
122.8 (CTAF) 0

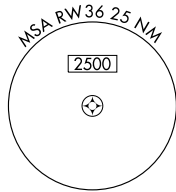
Procedure NA for arrivals on LVL VORTAC airway radials 177 CW 225.

LAWRENCEVILLE
LVL

3000
181°
(13.9)



▲ 690



(FAF)
WEMBU

1000
(9)

(IAF)
HUMVU

2800
098°
(5)

FITIK

▲ 777

LORZO



4 NM

▲ 777

2800
013°
(14.4)

(IAF)
DUFFI

Procedure NA for arrivals at DUFFI via V66-615 southwestbound and V157 southbound.

ELEV 329

81
0.6% UP

3000 X 50

36

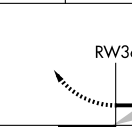
TDZE 327

417 ±

001° to RW36

MIRL Rwy 18-36 0

4000 LORZO
▲



WEMBU

FITIK

001°

2800
Procedure Turn NA

CATEGORY	A	B	C	D
RNAV MDA	760-1	433 (500-1)	NA	NA
CIRCLING	940-1	611 (700-1)	NA	NA

LAWRENCEVILLE/BRUNSWICK MUNI (LVL) 3 E UTC-5(-4DT) N36°46.37' W77°47.66'

WASHINGTON

329 B FUEL 100LL NOTAM FILE DCA

L-36G

RWY 18-36: H3020X50 (ASPH) S-12.5 MIRL 0.6% up S.

IAP

RWY 18: Trees. RWY 36: Trees.

RWY 06-24: 1890X70 (TURF) 1.7% up NE

RWY 06: Tree. RWY 24: Tree.

AIRPORT REMARKS: Attended 1300-2200Z. Rwy 06-24 tmpry CLOSED due to obstructions. Deer on and in/ovf arpt. Rwy 06-24 marked with cones. ACTIVATE MIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 112.9T (LEESBURG RADIO)

WASHINGTON APP/DEP CON 118.75

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

(L) VORTAC 112.9 LVL Chan 76 N36°49.08'

W77°54.18' 125° 5.9 NM to fld. 350/08W.

VOR portion unusable:

090° byd 20 NM

090° blo 7000'

091°-105°

106° byd 27 NM

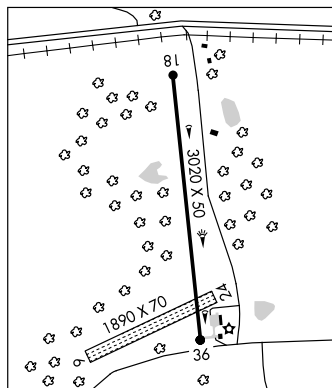
106° blo 7500'

107°-170°

171°-280° blo 6000'

201°-325° byd 17 NM blo 9000'

326°-089°



LEE CO (See JONESVILLE)

LEESBURG EXECUTIVE (JYO) 3 S UTC-5(-4DT) N39°04.68' W77°33.45'

WASHINGTON

389 B S4 FUEL 100LL, JET A OX 4 TPA-1199(810) LRA NOTAM FILE JYO

COPTER

RWY 17-35: H5500X100 (ASPH) S-30, D-70 HIRL

H-10H, 12I, L-29E, 34F, A

RWY 17: ODALS(NSTD). REIL. PAPI(P4L)—GA 3.0° TCH 32'.

IAP

RWY 35: REIL. PAPI(P4R)—GA 3.0° TCH 32'. Trees.

AIRPORT REMARKS: Attended 1300-0100Z. For svc after hrs call 703-777-1540. For fuel and other line svcs contact arpt ops on frequency 132.0. Birds and deer on and in/ovf arpt. Helicopter activity. Calm wind use Rwy 17. Ramp fence southwest side ramps lead-in lines on west ramp NA. PAEW on and in/ovf arpt. Rwy 17 NSTD ODALS, 3 lgt configuration. ACTIVATE HIRL Rwy 17-35, ODALS Rwy 17, REIL Rwy 17 and Rwy 35 and PAPI Rwy 17 and Rwy 35—CTAF. Omni-directional REIL Rwy 17 and Rwy 35. US Customs avbl on req Mon-Fri 703-661-3632 extension 108/119 prior to 2200Z the preceding workday; after 2200Z or weekends 1-800-973-2867.

WEATHER DATA SOURCES: AWOS-3 125.225 (703) 777-3781.

COMMUNICATIONS: CTAF/UNICOM 122.975

RCO 122.6 122.2 (LEESBURG RADIO)

Ⓡ POTOMAC APP/DEP CON 126.1 CLNC DEL 118.55 135.075

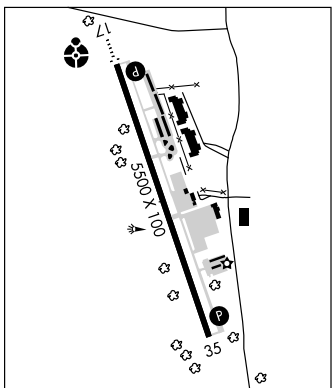
RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.

ARMEL (L) VORTAC 113.5 AML Chan 82 N38°56.08'

W77°28.00' 342° 9.6 NM to fld. 297/08W.

ILS/DME 111.75 I-JYO Chan 54Y Rwy 17. LOC only. LOC/DME unmonitored when arpt unattended.

COMM/NAV/WEATHER REMARKS: AWOS-3 Visibility/ceiling unreliable. Wind unreliable.



LINDEN N38°51.26' W78°12.33' NOTAM FILE DCA.

WASHINGTON

(L) VORTAC 114.3 LDN Chan 90 335° 4.4 NM to Front Royal-Warren Co. 2440/06W.

COPTER

DME portion unusable:

115°-150° byd 20 NM blo 3500'

150°-155° byd 20 NM blo 4000'

155°-175° byd 20 NM blo 4500'

175°-200° byd 20 NM blo 5000'

200°-225° byd 20 NM blo 5500'

RCO 122.1R 114.3T (LEESBURG RADIO)

LONESOME PINE (See WISE)

COATT FOUR ARRIVAL

WASHINGTON, DC

POTOMAC APP CON
NORTH 125.8 306.925
SOUTH 124.65 306.925
DULLES ATIS 134.85

LEESBURG EXECUTIVE

WASHINGTON
DULLES
INTL

MANASSAS RGNL/
HARRY P. DAVIS FIELD

ARMEL
113.5 AML
Chan 82
N38°56.08' - W77°28.00'

CASANOVA
116.3 CSN
Chan 110

R-104

BARIN

N38°35.18' - W77°21.83'

TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect to cross at 5,000'.

BROOKE
114.5 BRV
Chan 92
N38°20.18' - W77°21.17'

2400
107°
(15)

USE FAK R-031 TO BRV,
BRV R-214 UNUSEABLE.

4 NM

210K

(10)

(43)

FALCO

N38°11.11' - W77°26.56'

TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect to cross at 10,000'
at 250 KT.

OGATE
N38°03.48'
W77°31.07'

COATT
N37°57.49'
W77°34.61'

NABBS
N37°52.60'
W77°37.49'

DEAND
N37°48.42'
W77°29.48'

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71' - W77°49.69'
L-36, H-10-12

3500

031°

(23)

(28)

(15)

(10)

R-050

3500

345°

(20)

RICHMOND
114.1 RIC
Chan 88
N37°30.14' - W77°19.22'
L-34-36, H-10-12

NOTE: Chart not to scale.

FLAT ROCK TRANSITION (FAK.COATT4): From over FAK VORTAC via FAK R-031 to COATT INT. Thence . . .

RICHMOND TRANSITION (RIC.COATT4): From over RIC VORTAC via RIC R-345 to COATT INT. Thence . . .

. . . From over COATT INT via FAK R-031 to BRV VORTAC, then from over BRV VORTAC via BRV R-007 to BARIN INT. Expect radar vectors to final approach course after BARIN INT.

COATT FOUR ARRIVAL

WASHINGTON, DC

LOC I-JYO <u>111.75</u> Chan 54 (Y)	APP CRS 171°	Rwy Idg 5500 TDZE 383 Apt Elev 389
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LOC RWY 17
LEESBURG EXECUTIVE (JYO)

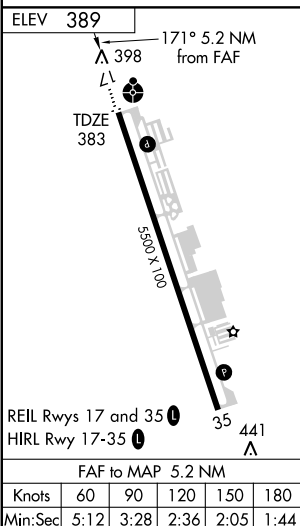
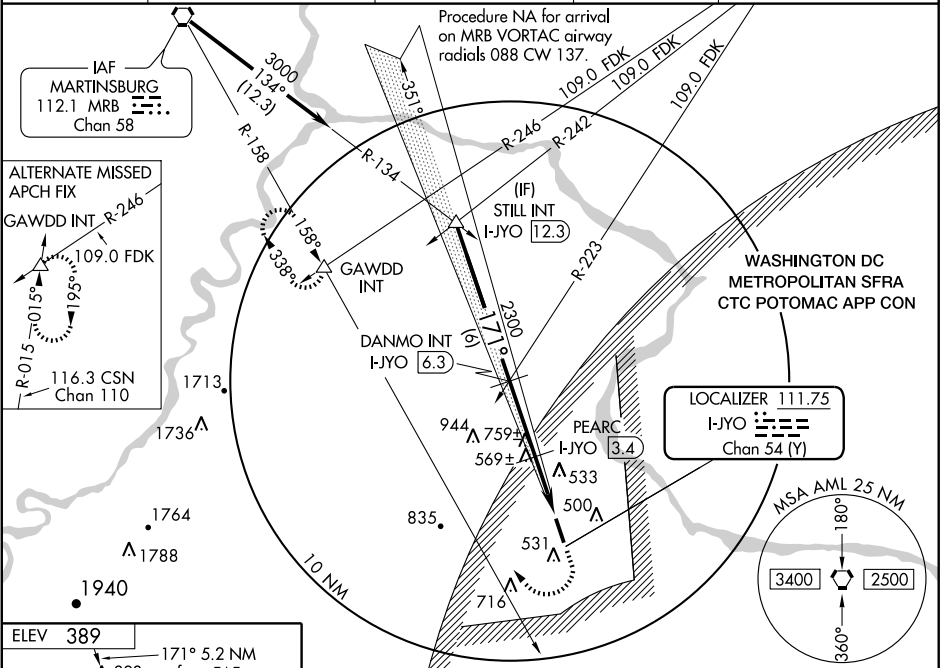
V When VGSI inoperative, straight-in/circling Rwy 17 procedure NA at night. Inoperative table does not apply. Visibility reduction by helicopters

A NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all MDA 40 feet and increase S-17 and circling Cat A, C and D visibilities $\frac{1}{4}$ mile and increase PEARC fix minimums circling Cat D visibility $\frac{1}{4}$ mile.

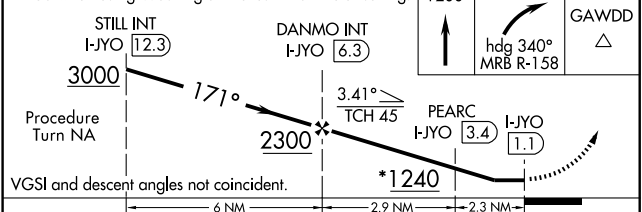


MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via heading 340° and MRB VORTAC R-158 to GAWDD INT and hold, continue climb-in-hold to 4000.

AWOS-3 125.225	POTOMAC APP CON 126.1 338.25	LEESBURG RADIO 122.6	CLNC DEL 118.55	UNICOM 122.975 (CTAF) ①
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*1280 when using Washington Dulles Intl altimeter setting



CATEGORY	A	B	C	D
S-17	1240-1 857 (900-1)	1240-1¼ 857 (900-1¼)	1240-2½ 857 (900-2½)	1240-2¾ 857 (900-2¾)
CIRCLING	1240-1 851 (900-1)	1240-1¼ 851 (900-1¼)	1240-2½ 851 (900-2½)	1240-2¾ 851 (900-2¾)
PEARC FIX MINIMUMS				
S-17	820-1 437 (500-1)		820-1¼ 437 (500-1¼)	820-1½ 437 (500-1½)
CIRCLING	840-1 451 (500-1)		860-1½ 471 (500-1½)	1040-2 651 (700-2)

WAAS CH 60902 W17A	APP CRS 171°	Rwy Idg TDZE Apt Elev	5500 383 389
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RNAV (GPS) RWY 17

LEESBURG EXECUTIVE (JYO)

▼ When VGSI inoperative, straight-in/circling Rwy 17 procedure NA at night.
▲ Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LNAV Cat C and D and Circling Cat D visibility ¼ mile. Baro-VNAV NA with Washington Dulles Intl altimeter setting.

ODALS



MISSED APPROACH:
 Climb to 4000 direct CAULK and right turn on track 261° to DROBB and right turn on track 005° to GAWDD and hold.

AWOS-3
125.225

POTOMAC APP CON
126.1 338.25

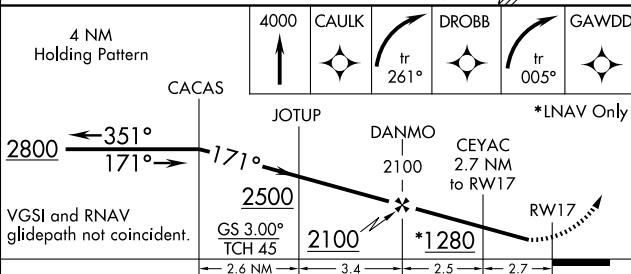
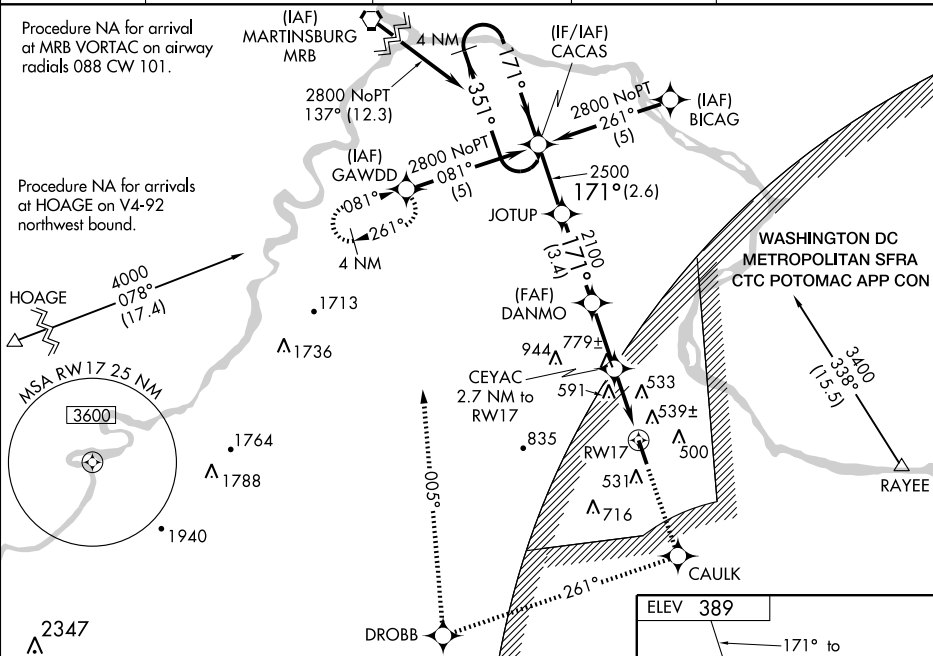
LEESBURG RADIO
122.6

CLNC DEL
118.55

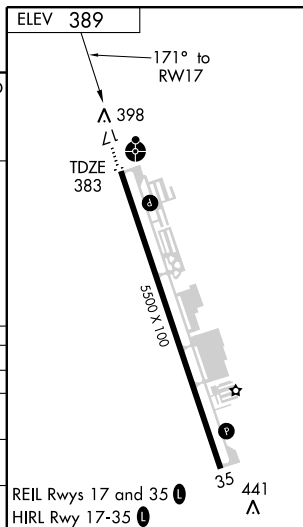
UNICOM
122.975 (CTAF) 0

Procedure NA for arrival at MRB VORTAC on airway radials 088 CW 101.

Procedure NA for arrivals at HOAGE on V4-92 northwest bound.



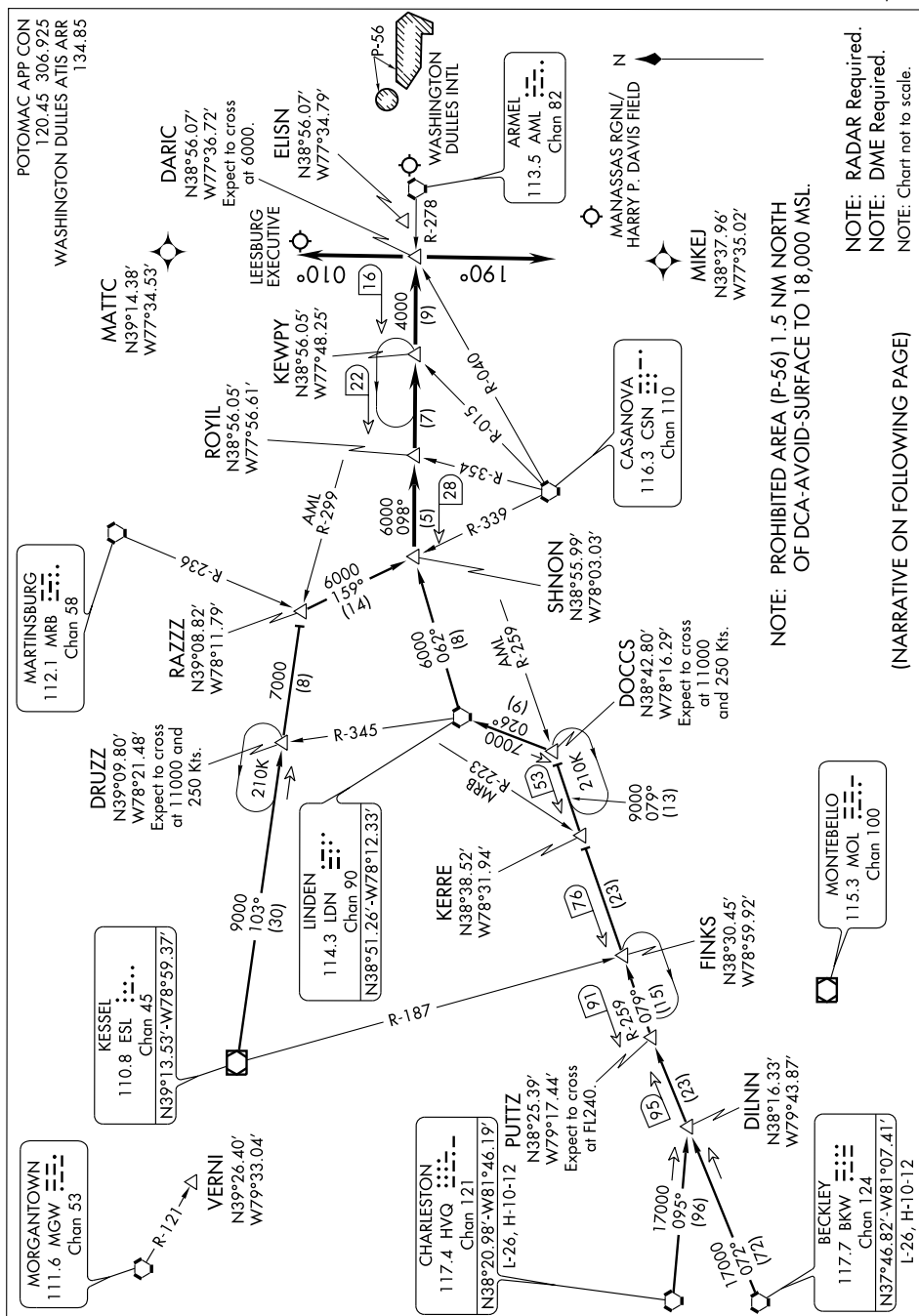
CATEGORY	A	B	C	D
LPV DA	633-1	250 (300-1)		
LNAV/VNAV DA	798-1½	415 (500-1½)		
LNAV MDA	860-1	477 (500-1)	860-1¼ 477 (500-1¼)	860-1½ 477 (500-1½)
CIRCLING	860-1	471 (500-1)	860-1½ 471 (500-1½)	1040-2 651 (700-2)



ROYIL TWO ARRIVAL

WASHINGTON, DC

NE-3, 23 SEP 2010 to 21 OCT 2010



ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.ROYIL2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence

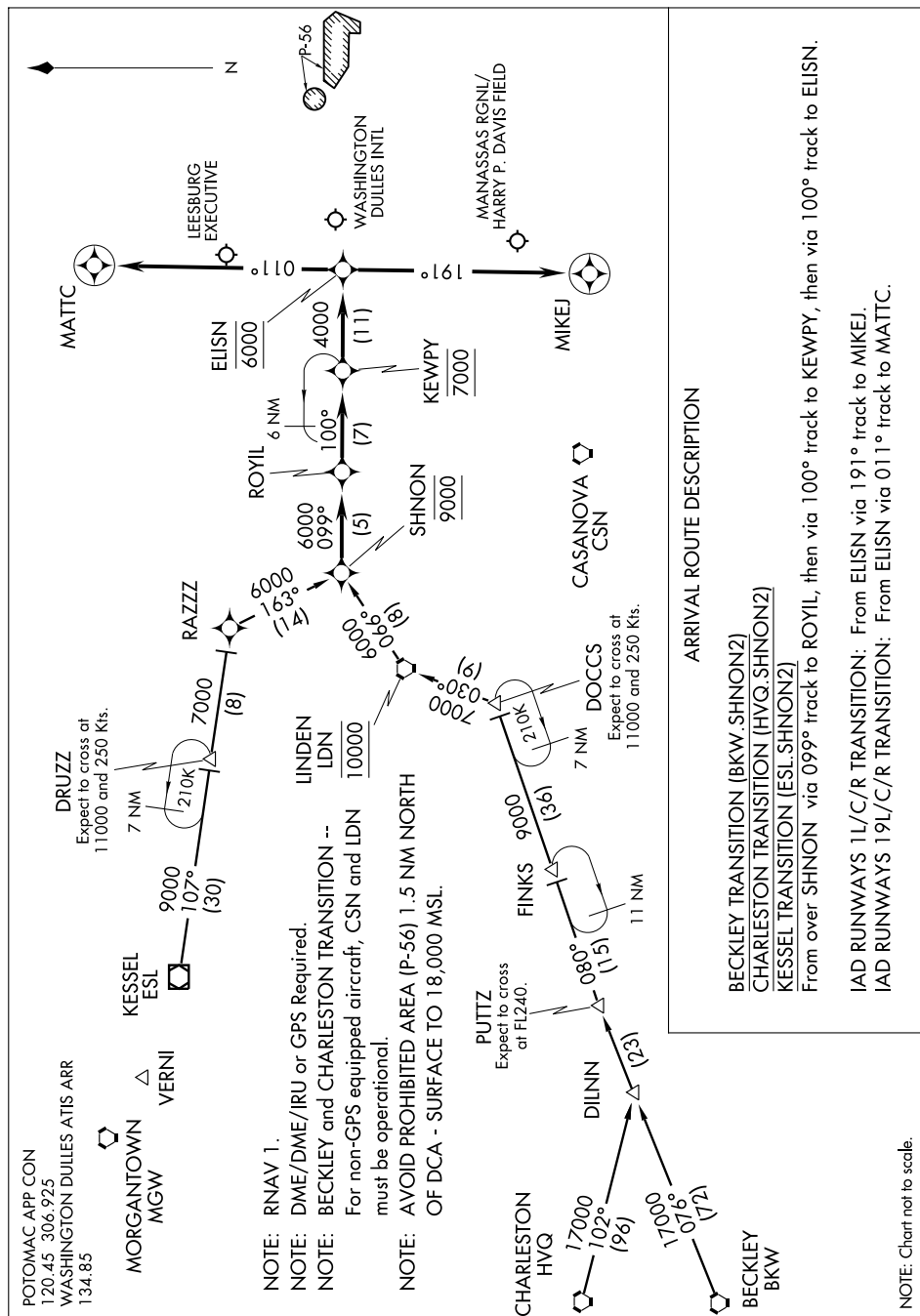
CHARLESTON TRANSITION (HVQ.ROYIL2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence

KESSEL TRANSITION (ESL.ROYIL2): From over ESL VOR/DME via ESL R-103 to RAZZZ INT, then via CSN R-339 to SHNON INT, thence

. . . . from over SHNON INT via AML R-278 to ROYIL INT, then via AML R-278 to KEWPY INT, then via AML R-278 to DARIC INT.

LANDING SOUTH (IAD ONLY): Depart DARIC heading 010° for vectors to final approach course.

LANDING NORTH (IAD ONLY): Depart DARIC heading 190° for vectors to final approach course.



LOUISA CO/FREEMAN FLD (LKU) 2 SE UTC-5(-4DT) N38°00.59' W77°58.21'

WASHINGTON

493 B S4 FUEL 100LL, JET A NOTAM FILE LKU

L-34E, 36H

RWY 09-27: H4300X100 (ASPH) S-12.5 MIRL 0.6% up E

IAP

RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree. Rgt tfc.

RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended Mon-Sat 1330-2200Z±. Sun and holidays

1500-2200Z±. Parachute Jumping. Deer on and invof arpt. MIRL

Rwy 09-27 preset low ints, to increase ints and ACTIVATE REIL

Rwys 09 and 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.475 (540) 967-1983.

COMMUNICATIONS: CTAF/UNICOM 122.725

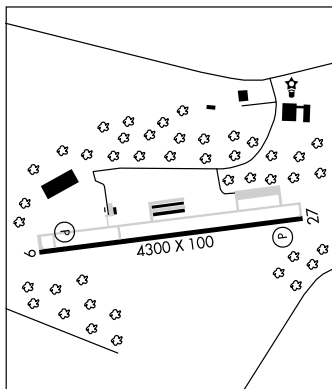
① POTOMAC APP/DEP CON 132.85

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

GORDONVILLE (H) VORTAC 115.6 GVE Chan 103 N38°00.82'

W78°09.18' 097° 8.7 NM to fld. 382/06W. HIWAS.

ILS 108.55 I-LKU Rwy 27. LOC only. Unmonitored.

**LUNENBURG CO** (See KENBRIDGE)**LURAY CAVERNS** (W45) 2 W UTC-5(-4DT) N38°40.02' W78°30.04'

WASHINGTON

902 B S2 FUEL 100LL NOTAM FILE DCA

L-29D

RWY 04-22: H3125X75 (ASPH) S-12 MIRL

IAP

RWY 04: APAP(PN1L)—GA 3.0°. Tree.

RWY 22: APAP(PN1L)—GA 3.0°. Antenna. Rgt tfc.

AIRPORT REMARKS: Attended 1300-2300Z±. Deer and birds on and invof arpt. Taxi on hard surfaces only. ACTIVATE

MIRL Rwy 04-22—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

① WASHINGTON CENTER APP/DEP CON 133.2

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

LINDEN (L) VORTAC 114.3 LDN Chan 90 N38°51.26' W78°12.33' 237° 17.8 NM to fld. 2440/06W.

CAVERNS NDB (MHW) 245 LUA N38°41.97' W78°28.30' 224° 2.4 NM to fld. Unmonitored when arpt unattended. Unusable 209°-049° byd 15 NM; 050°-208° byd 10 NM.

LYNCHBURG**FALWELL** (W24) 3 SE UTC-5(-4DT) N37°22.68' W79°07.34'

CINCINNATI

939 S4 FUEL 100LL, JET A OX 1, 3, 4 TPA-1739(800) NOTAM FILE DCA

L-26J, 36G

RWY 10-28: H2932X50 (ASPH) MIRL 4.7% up W

IAP

RWY 10: Tree.

RWY 28: TRCV(TRIL).

AIRPORT REMARKS: Attended Apr-Oct 1200-0000Z±, Nov-Mar 1200-2300Z±. Land Rwy 28 (west) tkf Rwy 10 (east).

WEATHER DATA SOURCES: HIWAS 109.2 LYH.

COMMUNICATIONS: CTAF/UNICOM 123.0

① ROANOKE APP/DEP CON 125.47 (East of LYH VORTAC) 135.0 (West of LYH VORTAC)

RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.

LYNCHBURG (L) VORTAC 109.2 LYH Chan 29 N37°15.28' W79°14.19' 042° 9.2 NM to fld. 880/05W.

HIWAS.

LOC I-LKU 108.55	APP CRS 272°	Rwy Idg TDZE Apt Elev	4300 493 493
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LOC/DME RWY 27

LOUISA COUNTY/FREEMAN FIELD (LKU)

NA Circling NA north of Rwy 9-27. DME from GVE VORTAC. Simultaneous reception of I-LKU and GVE DME required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2900 direct GVE VORTAC and hold.

AWOS-3
119.475

POTOMAC APP CON
132.85 257.75

UNICOM
122.725 (CTAF)

1197

GORDONSVILLE
115.6 GVE
Chan 103

LOCALIZER 108.55
I-LKU

2900 to JODKA
092°
(20.5)

817

R-092

813

OVILY
GVE 10.4

LUYIS
GVE 14.5

(IF/IAF)
JODKA
GVE 20.5

10 NM

ELEV 493

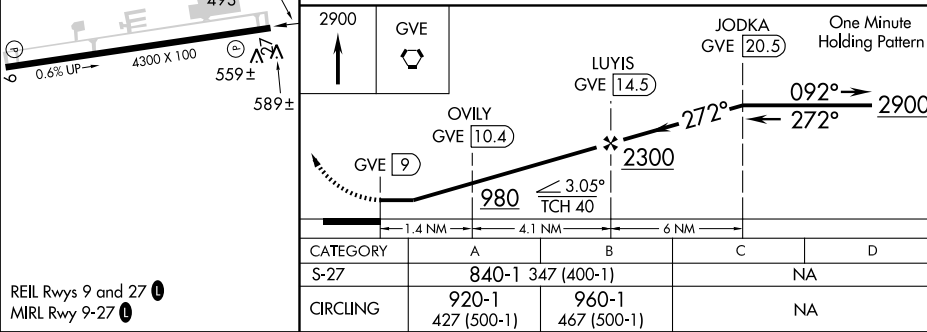
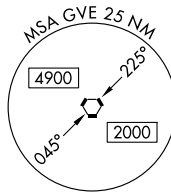
272° 5.5 NM
from FAF

TDZE
493

559±
589±

0.6% UP

4300 X 100



REIL Rws 9 and 27
MIRL Rwy 9-27

LOUISA, VIRGINIA
Amdt 3 29JUL10

LOUISA COUNTY/FREEMAN FIELD (LKU)
LOC/DME RWY 27

38°01'N - 77°58'W

NE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 58318 W27A	APP CRS 272°	Rwy Idg TDZE Apt Elev	4300 493 493
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RNAV (GPS) RWY 27

LOUISA COUNTY/FREEMAN FIELD (LKU)

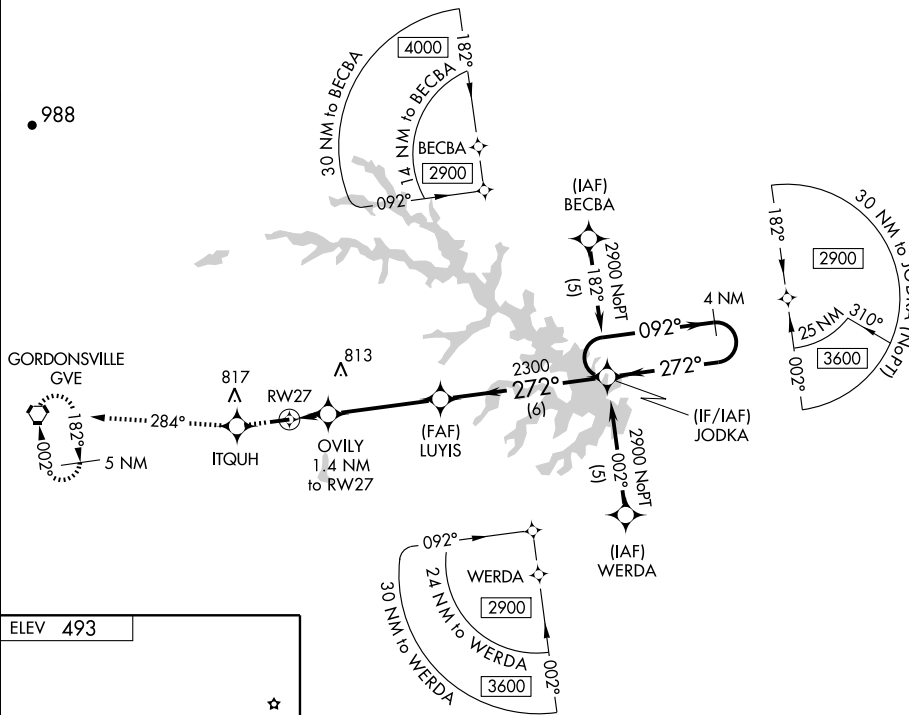
⚠ Circling NA north of Rwy 9-27. Baro-VNAV NA when using Orange altimeter setting.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange altimeter setting and increase all DA 38 feet and all MDA 40 feet and increase LNAV/VNAV visibility ¼ mile.

MISSED APPROACH: Climb to 2900 direct ITQUH and on track 284° to GVE VORTAC and hold, continue climb-in-hold to 2900.

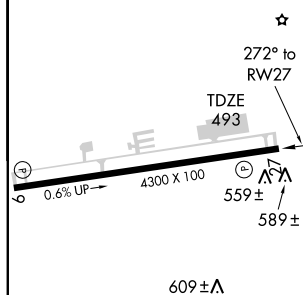
AWOS-3
119.475

POTOMAC APP CON
132.85 257.75

UNICOM
122.725 (CTAF) 0



ELEV 493



	2900	ITQUH	tr 284°	GVE	
	↑	✧		✧	
* LNAV only					
			OVILY 1.4 NM to RW27		
				LUYIS 2300	
					JODKA
					4 NM Holding Pattern
					092° → 2900
					← 272°
					GS 3.00° TCH 40
CATEGORY	A	B	C	D	
LPV DA	743-1	250 (300-1)		NA	
LNAV/VNAV DA	859-1¼	366 (400-1¼)		NA	
LNAV MDA	860-1	367 (400-1)		NA	
CIRCLING	920-1 427 (500-1)	960-1 467 (500-1)		NA	

REIL Rwy 9 and 27 **0**
MIRL Rwy 9-27 **0**

LOUISA CO/FREEMAN FLD (LKU) 2 SE UTC-5(-4DT) N38°00.59' W77°58.21'

WASHINGTON

493 B S4 FUEL 100LL, JET A NOTAM FILE LKU

L-34E, 36H

RWY 09-27: H4300X100 (ASPH) S-12.5 MIRL 0.6% up E

IAP

RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree. Rgt tfc.

RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended Mon-Sat 1330-2200Z±. Sun and holidays

1500-2200Z±. Parachute Jumping. Deer on and invof arpt. MIRL

Rwy 09-27 preset low ints, to increase ints and ACTIVATE REIL

Rwys 09 and 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.475 (540) 967-1983.

COMMUNICATIONS: CTAF/UNICOM 122.725

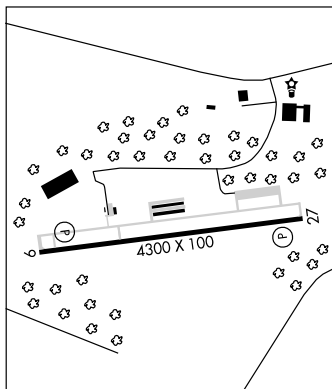
① POTOMAC APP/DEP CON 132.85

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

GORDONVILLE (H) VORTAC 115.6 GVE Chan 103 N38°00.82'

W78°09.18' 097° 8.7 NM to fld. 382/06W. HIWAS.

ILS 108.55 I-LKU Rwy 27. LOC only. Unmonitored.

**LUNENBURG CO** (See KENBRIDGE)**LURAY CAVERNS** (W45) 2 W UTC-5(-4DT) N38°40.02' W78°30.04'

WASHINGTON

902 B S2 FUEL 100LL NOTAM FILE DCA

L-29D

RWY 04-22: H3125X75 (ASPH) S-12 MIRL

IAP

RWY 04: APAP(PN1L)—GA 3.0°. Tree.

RWY 22: APAP(PN1L)—GA 3.0°. Antenna. Rgt tfc.

AIRPORT REMARKS: Attended 1300-2300Z±. Deer and birds on and invof arpt. Taxi on hard surfaces only. ACTIVATE

MIRL Rwy 04-22—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

① WASHINGTON CENTER APP/DEP CON 133.2

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

LINDEN (L) VORTAC 114.3 LDN Chan 90 N38°51.26' W78°12.33' 237° 17.8 NM to fld. 2440/06W.

CAVERNS NDB (MHW) 245 LUA N38°41.97' W78°28.30' 224° 2.4 NM to fld. Unmonitored when arpt

unattended. Unusable 209°-049° byd 15 NM; 050°-208° byd 10 NM.

LYNCHBURG**FALWELL** (W24) 3 SE UTC-5(-4DT) N37°22.68' W79°07.34'

CINCINNATI

939 S4 FUEL 100LL, JET A OX 1, 3, 4 TPA-1739(800) NOTAM FILE DCA

L-26J, 36G

RWY 10-28: H2932X50 (ASPH) MIRL 4.7% up W

IAP

RWY 10: Tree.

RWY 28: TRCV(TRIL).

AIRPORT REMARKS: Attended Apr-Oct 1200-0000Z±, Nov-Mar 1200-2300Z±. Land Rwy 28 (west) tkf Rwy 10 (east).

WEATHER DATA SOURCES: HIWAS 109.2 LYH.

COMMUNICATIONS: CTAF/UNICOM 123.0

① ROANOKE APP/DEP CON 125.47 (East of LYH VORTAC) 135.0 (West of LYH VORTAC)

RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.

LYNCHBURG (L) VORTAC 109.2 LYH Chan 29 N37°15.28' W79°14.19' 042° 9.2 NM to fld. 880/05W.

HIWAS.

NDB LUA
245

APP CRS
224°

Rwy Idg	TDZE	Apt Elev
1	100	100
2	100	100
3	100	100
4	100	100
5	100	100
6	100	100
7	100	100
8	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
17	100	100
18	100	100
19	100	100
20	100	100
21	100	100
22	100	100
23	100	100
24	100	100
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86	100	100
87	100	100
88	100	100
89	100	100
90	100	100
91	100	100
92	100	100
93	100	100
94	100	100
95	100	100
96	100	100
97	100	100
98	100	100
99	100	100
100	100	100

N/A
N/A
903

NDB-A

LURAY CAVERNS (W45)

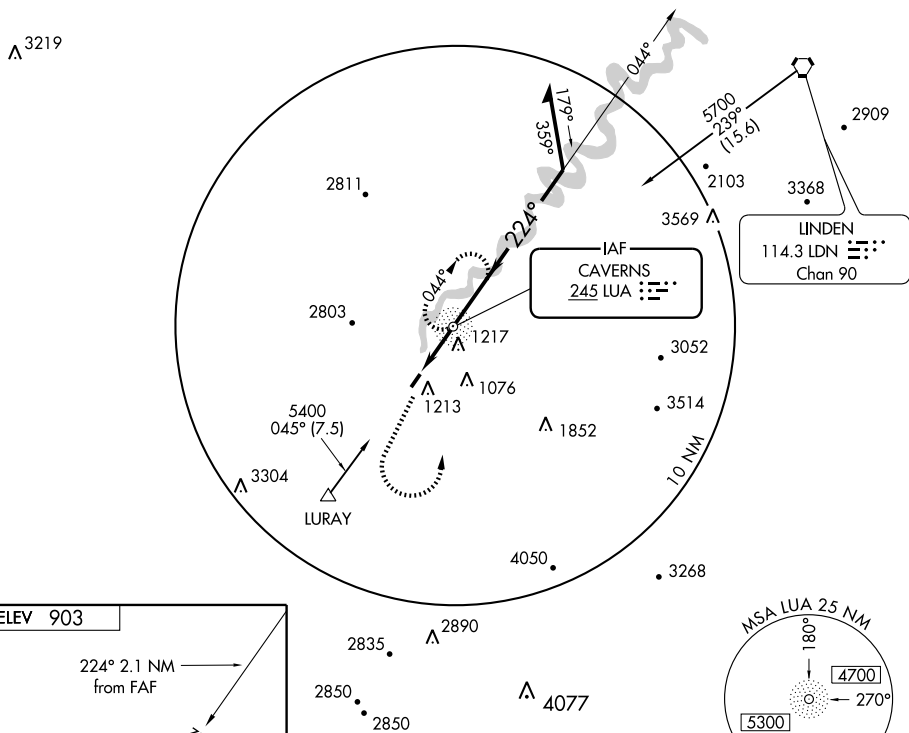


Use Charlottesville altimeter setting; when not received, use Orange altimeter setting.
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 then climbing left turn to 5000 direct LUA NDB and hold, continue climb-in-hold to 5000.

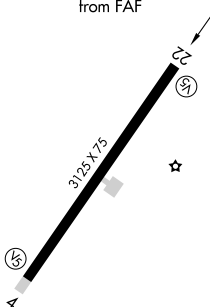
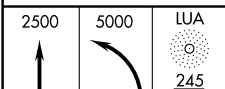
CHARLOTTESVILLE ASOS
118,425

WASHINGTON CENTER
133.2 282.2

UNICOM
122.8 (CTAF) **L**

ELEV 903

224° 2.1 NM —

MIRL Rwy 4-22 **L**

NDE

Remain
within 10 NM

4°
 5°
 \times 3200 224° 5000

21 NM

FAF to MAP 2.1 NM					
Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

CATEGORY	A	B	C	D
CIRCLING	2360-1¼ 1457 (1500-1¼)	2360-1½ 1457 (1500-1½)	2360-3 1457 (1500-3)	NA

LURAY, VIRGINIA

Amdt 6 08045

LURAY CAVERNS (W45)

NDB-A

38°40'N - 78°30'W

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	3125
230°	TDZE	903
	Apt Elev	903

RNAV (GPS) RWY 22

LURAY CAVERNS (W45)

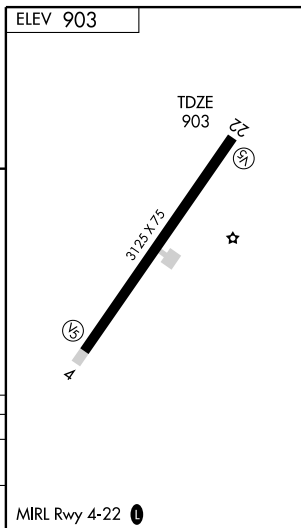
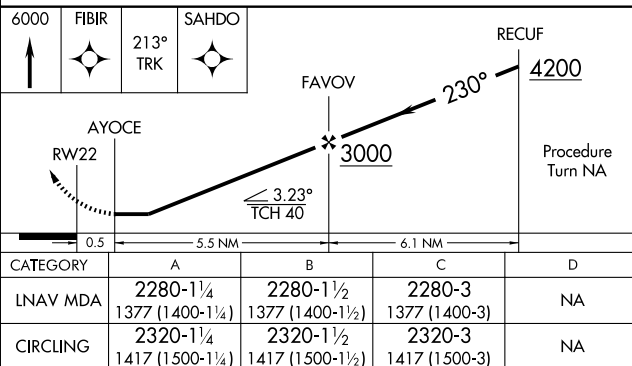
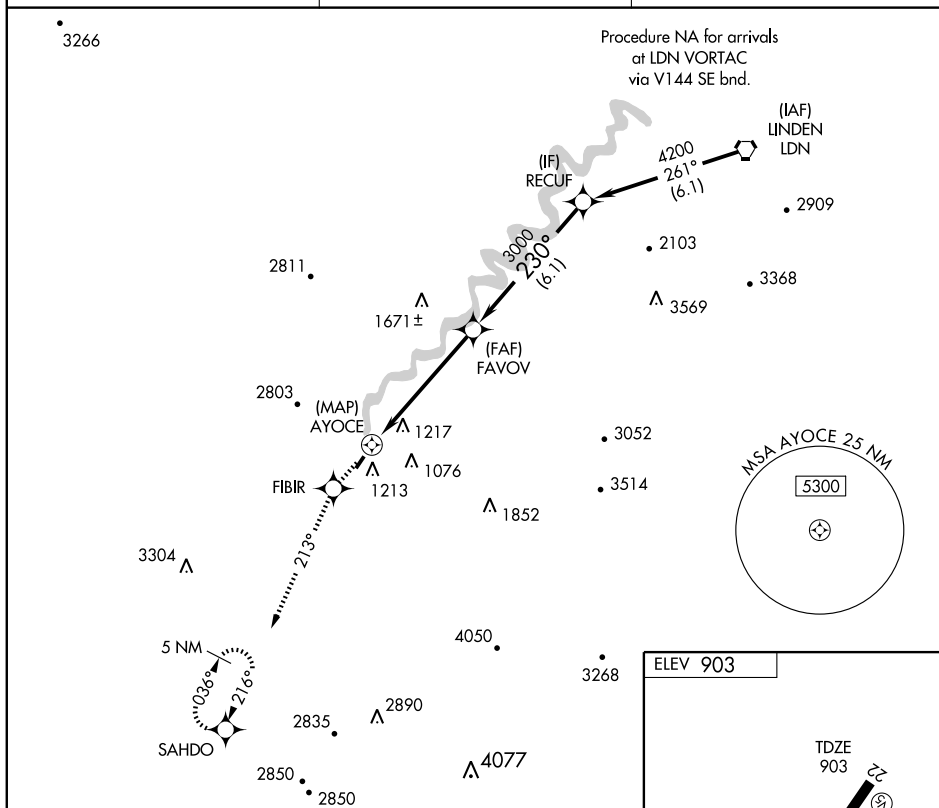
NA Use Charlottesville altimeter setting; when not received, use Orange altimeter setting and increase all MDAs 20 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6000 direct FIBIR and via 213° track to SAHDO and hold, continue climb-and-hold to 6000.

CHARLOTTESVILLE ASOS
118.425

WASHINGTON CENTER
133.2 282.2

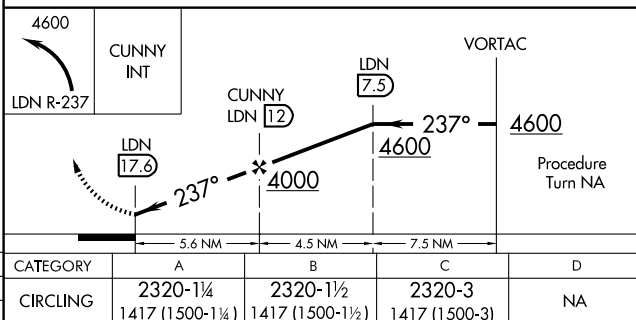
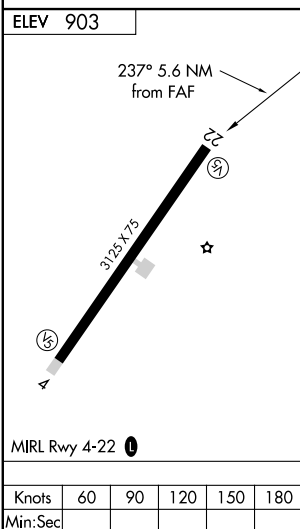
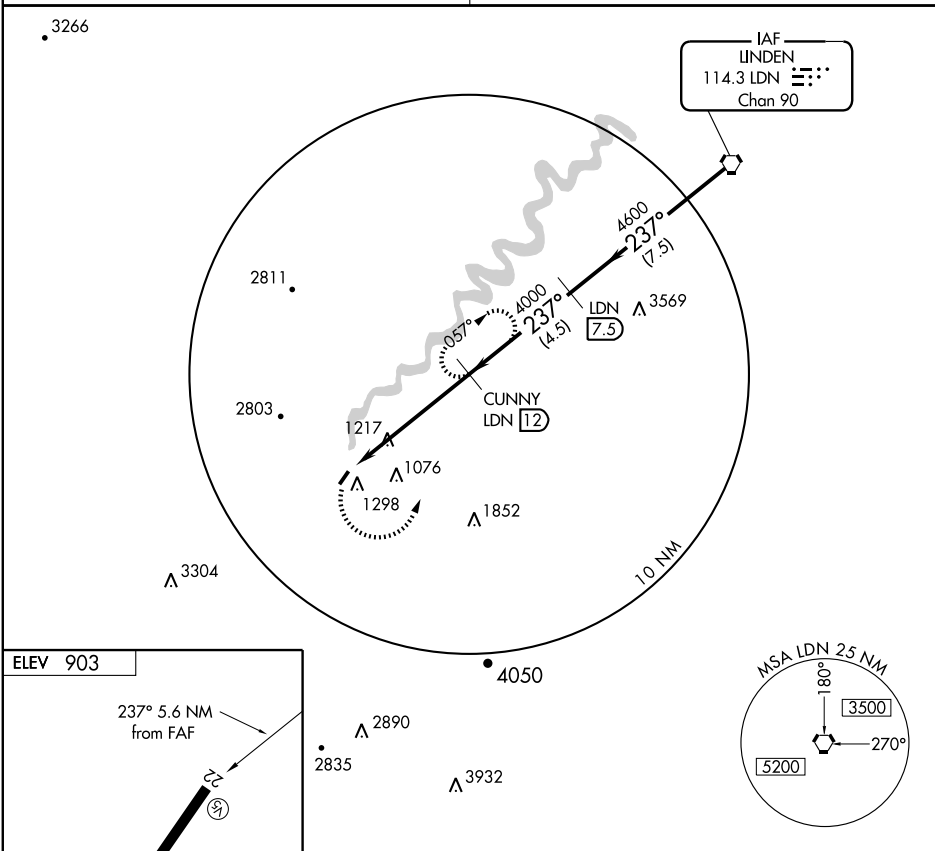
UNICOM
122.8 (CTAF) 0



VORTAC LDN	APP CRS	Rwy Idg	N/A
114.3	237°	TDZE	N/A
Chan 90		Apt Elev	903

VOR/DME-B
LURAY CAVERNS (W45)

NA Use Charlottesville altimeter setting.	MISSED APPROACH: Climbing left turn to 4600 via LDN R-237 to CUNNY and hold.
WASHINGTON CENTER 133.2 282.2	UNICOM 122.8 (CTAF)



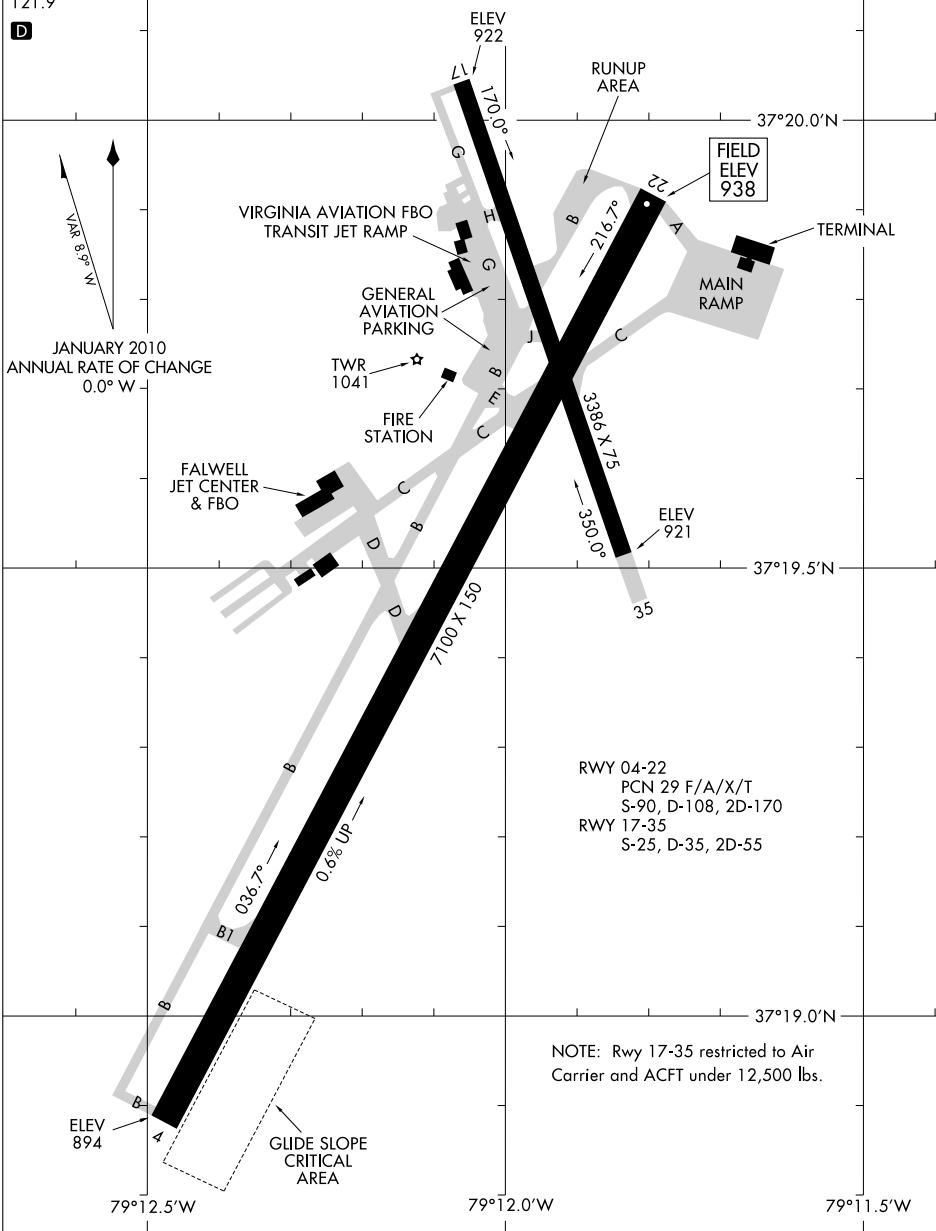
AIRPORT DIAGRAM

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)
AL-499 (FAA) LYNCHBURG, VIRGINIA

ATIS
119.8
LYNCHBURG TOWER ★
127.65 257.8
GND CON
121.9

D

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
REDBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

LYNCHBURG, VIRGINIA
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

LYNCHBURG RGNL/PRESTON GLENN FLD (LYH) 5 SW UTC-5(-4DT)

CINCINNATI

H-10H, 12H, L-26J, 36G

IAP, AD

N37°19.52' W79°12.03'

938 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE LYH**RWY 04-22:** H7100X150 (ASPH-GRVD) S-90, D-108, 2D-170

PCN 29 F/A/X/T HIRL 0.6% up NE

RWY 04: MALSR. PAPI(P4L)—GA 3.0° TCH 55'.**RWY 22:** REIL. PAPI(P4L)—GA 3.0° TCH 45'. Ground.**RWY 17-35:** H3386X75 (ASPH) S-25, D-35, 2D-55 MIRL**RWY 17:** REIL. PAPI(P2L)—GA 4.0° TCH 20'.**RWY 35:** REIL. PAPI(P2L)—GA 4.0° TCH 20'.**RUNWAY DECLARED DISTANCE INFORMATION****RWY 04:** TORA-7100 TODA-7100 ASDA-6800 LDA-6800**RWY 22:** TORA-7100 TODA-7100 ASDA-7100 LDA-7100**AIRPORT REMARKS:** Attended 1000-0459Z±. Rwy 17-35 CLOSED to air carrier and acft over 12,500 lbs. PPR 12 hrs for unscheduled acft ops with more than 30 passenger seats. Call ARFF434-582-1157. Twy G uncontrolled—not visible from tower. Twy G CLOSED to air carrier and acft over 12,500. Birds and other wildlife on and in/ovf arpt. Rwy 17-35 CLOSED to air carrier or acft over 12,500 pounds without PPR. When twr clsd **ACTIVATE** HIRL Rwy 04-22; MALSR Rwy 04 and twy lgts—CTAF. MIRL Rwy 17-35; REIL Rwy 17 and Rwy 35 and PAPI Rwy 17 and Rwy 35 unavbl when twr clsd.**WEATHER DATA SOURCES:** ASOS 119.8 (434) 239-0025

HIWAS 109.2 LYH. LAWRS.

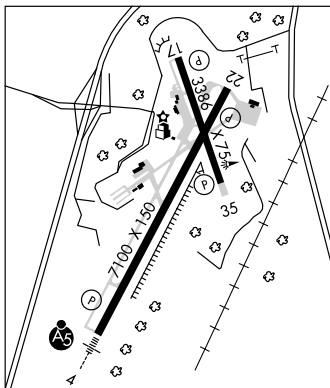
COMMUNICATIONS: CTAF 127.65 ATIS 119.8 UNICOM 122.95

LYNCHBURG RCO 122.1R 109.2T (LEESBURG RADIO)

(R) ROANOKE APP/DEP CON 125.47 (East of LYH VORTAC) 135.0 (West of LYH VORTAC)**TOWER** 127.65 (1130-0330Z±) **GND CON** 121.9**AIRSPACE:** CLASS D svc 1130-0330Z± other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE LYH.(L) **VORTAC** 109.2 LYH Chan 29 N37°15.28' W79°14.19' 027° 4.7 NM to fld. 880/05W. HIWAS.

VOR unusable 236°-241° within 20 NM blo 8000'.

VOR unusable 253°-257° within 20 NM blo 8000'.

BOJAR NDB (MHW/LOM) 385 LY N37°15.75' W79°14.60' 036° 4.4 NM to fld. NDB unmonitored when twr clsd.**ILS** 110.1 I-LYH Rwy 04. Class IE LOM BOJAR NDB. ILS unmonitored when twr clsd.

LOC I-LYH 110.1	APP CRS 036°	Rwy ldg TDZE Apt Elev	6800 906 938
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ILS or LOC RWY 4

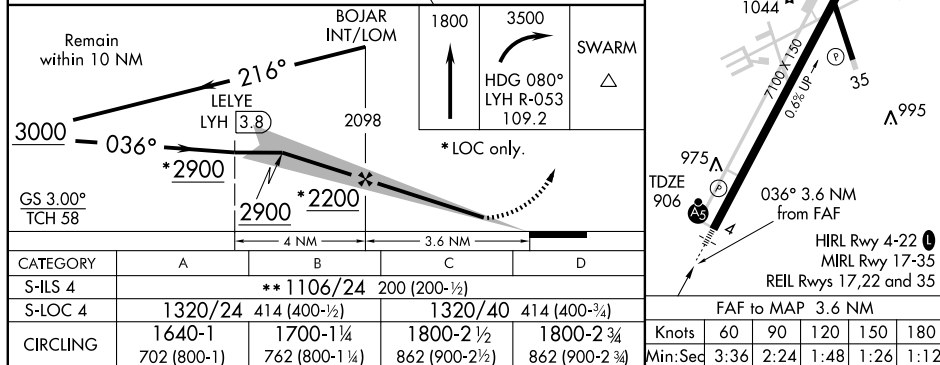
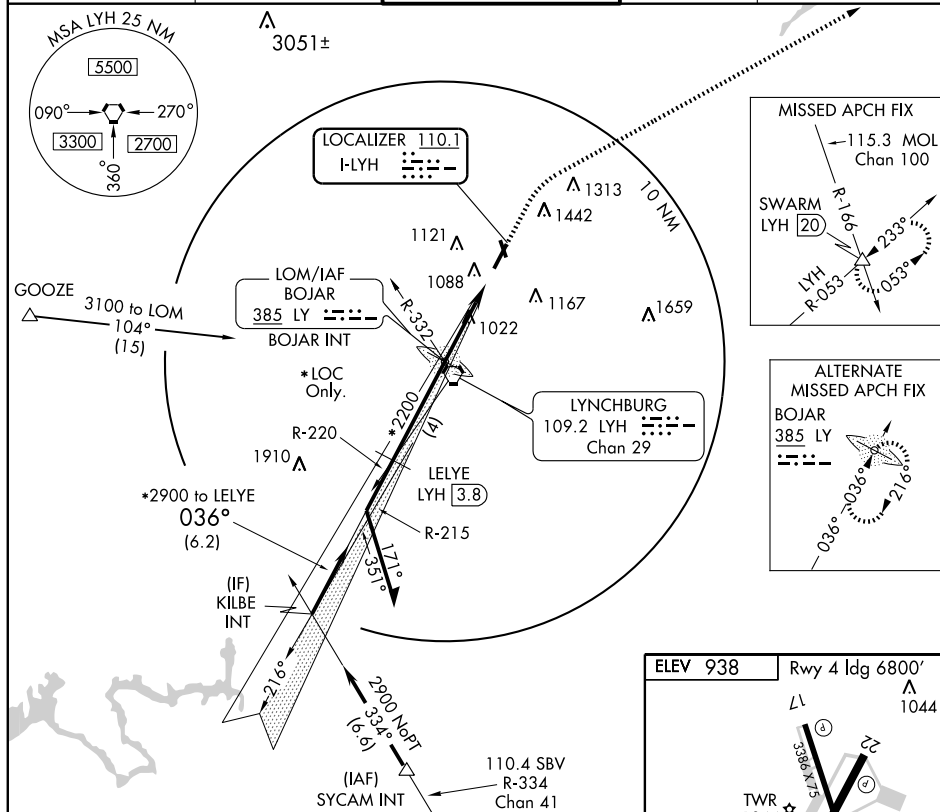
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

- ▼ * DME REQUIRED
 ▲ ** RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 1800, then climbing right turn to 3500 via heading 080° and LYH VORTAC R-053 to SWARM Int and hold.

ATIS 119.8	ROANOKE APP CON 135.0 254.32	LYNCHBURG TOWER ★ 127.65 (CTAF) 1 257.8	GND CON 121.9	UNICOM 122.95
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WAAS CH 58205 W04A	APP CRS 036°	Rwy Idg 6800 TDZE 906 Apt Elev 938
--	------------------------	---

RNAV (GPS) RWY 4

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

T For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

A Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 3500 direct JIXOX and via 075° track to SWARM and hold.

ATIS
119.8

ROANOKE APP CON	
135.0	254.32

LYNCHBURG TOWER ★
127.65 (CTAF) 257.8


GND CON	121.9
---------	-------

UNICOM
122.95

MISSED APCH FIX

SWARM

Procedure NA for arrivals
at LYH VORTAC
via V470 eastbound.



ELEV 938

Rwy 4 lga 6800'

5 NM
Holding Pattern

Holding Pattern

KILBE

KOECK

3000

← 216°
036° →

GS 3.00°
TCH 58

036°

*1900

CAPAB
3 NM to *1.4 NM
RW04

RW04

*LNAV Only.

↑

◆

○

△

CATEGORY	A	B	C	D
LPV DA		1176/40	270 (300-¾)	
LNAV/DA VNAV		1395/60	489 (500-1½)	
LNAV MDA		1400/40	494 (500-¾)	1400/50 494 (500-1)
CIRCLING	1640-1 202 (800-1)	1700-1½ 262 (800-1½)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

Diagram illustrating the runway layout and associated navigation aids:

- Runway 4-22 (Black):** Length 7100 x 150, Width 3368 x 75.
- Runway 17-35 (Grey):** Length 3368 x 75.
- Runway 995 (Grey):** Located to the right of Runway 17-35.
- TDZE 906:** Threshold Distance to the End of the Runway.
- HIRL Rwy 4-22:** High Intensity Runway Lights.
- MIRL Rwy 17-35:** Medium Intensity Runway Lights.
- REIL Rws 17.22 and 35:** Runway End Identifier Lights.
- 036° to RW04:** Directional indicator.
- TWR 1044:** Tower location.
- 975 A:** Obstacle or landmark.
- 35 P:** Obstacle or landmark.
- 22 V:** Obstacle or landmark.
- 17 A:** Obstacle or landmark.
- 1044 A:** Obstacle or landmark.

LYNCHBURG, VIRGINIA
Orig 08269

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)
37°20'N - 79°12'W **PNAV (GPS) PWAY 4**

RNAV (GPS) RWY 4

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010

WAAS CH 97705 W22A	APP CRS 216°	Rwy Idg 7100 TDZE 938 Apt Elev 938
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RNAV (GPS) RWY 22

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

T For uncompensated Baro-VNAV systems, LNAV/VNAV
A NA below -16°C (4°F) or above 47°C (116°F). DME/DME
RNP-0.3 NA. Visibility reduction by helicopters NA.

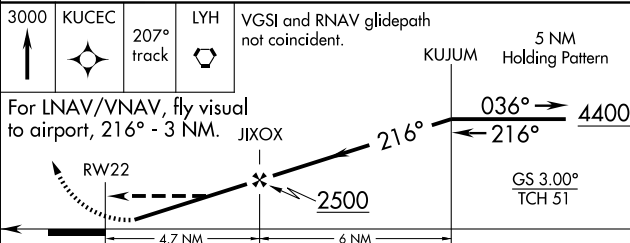
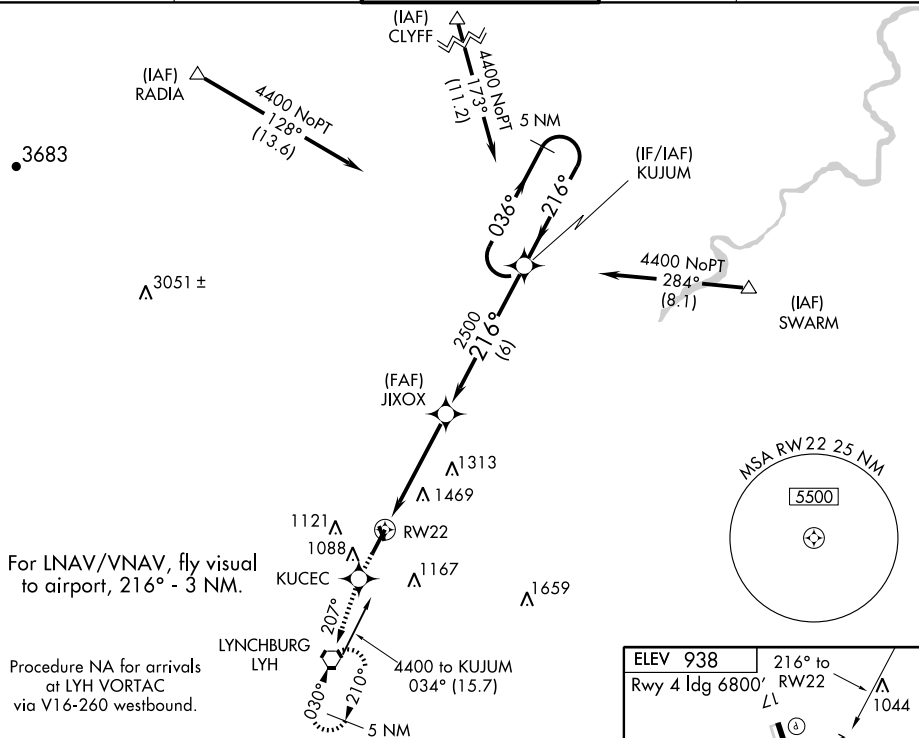
MISSED APPROACH: Climb to 3000 direct KUCEC and via 207° track to LYH VORTAC and hold, continue climb-in hold to 3000.

ATIS
119.8

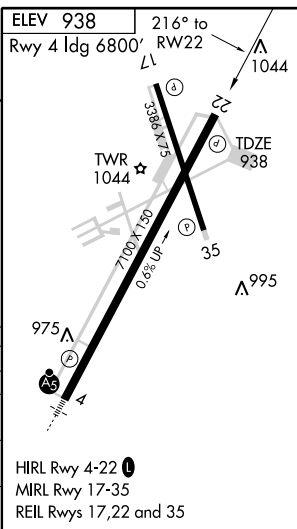
ROANOKE APP CON
135.0 254.32

LYNCHBURG TOWER ★
127.65 (CTAF) **L** 257.8

GND CON
121.9

UNICOM
122.95

CATEGORY		A	B	C	D
LPV	DA	1250-1 312 (400-1)			
LNAV/ VNAV	DA	1939-2 1001 (1100-2)		1939-3 1001 (1100-3)	
LNAV	MDA	1720-1	1720-1 ¼	1720-2 ¼	1720-2 ½
		782 (800-1)	782 (800-1 ¼)	782 (800-2 ¼)	782 (800-2 ½)
CIRCLING		1720-1	1720-1 ¼	1800-2 ½	1800-2 ¾
		782 (800-1)	782 (800-1 ¼)	862 (900-2 ½)	862 (900-2 ¾)



LYNCHBURG, VIRGINIA
Orig 08269

LYNCH
37°20'N - 79°12'W

GNL/PRESTON GLENN FIELD (LYH)
RNAV (GPS) RWY 22

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010

VORTAC LYH 109.2 Chan 29	APP CRS 207°	Rwy Idg TDZE Apt Elev 938	7100 938 938
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VOR/DME RWY 22

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)



MISSED APPROACH: Climb to 2900
direct LYH VORTAC and hold.

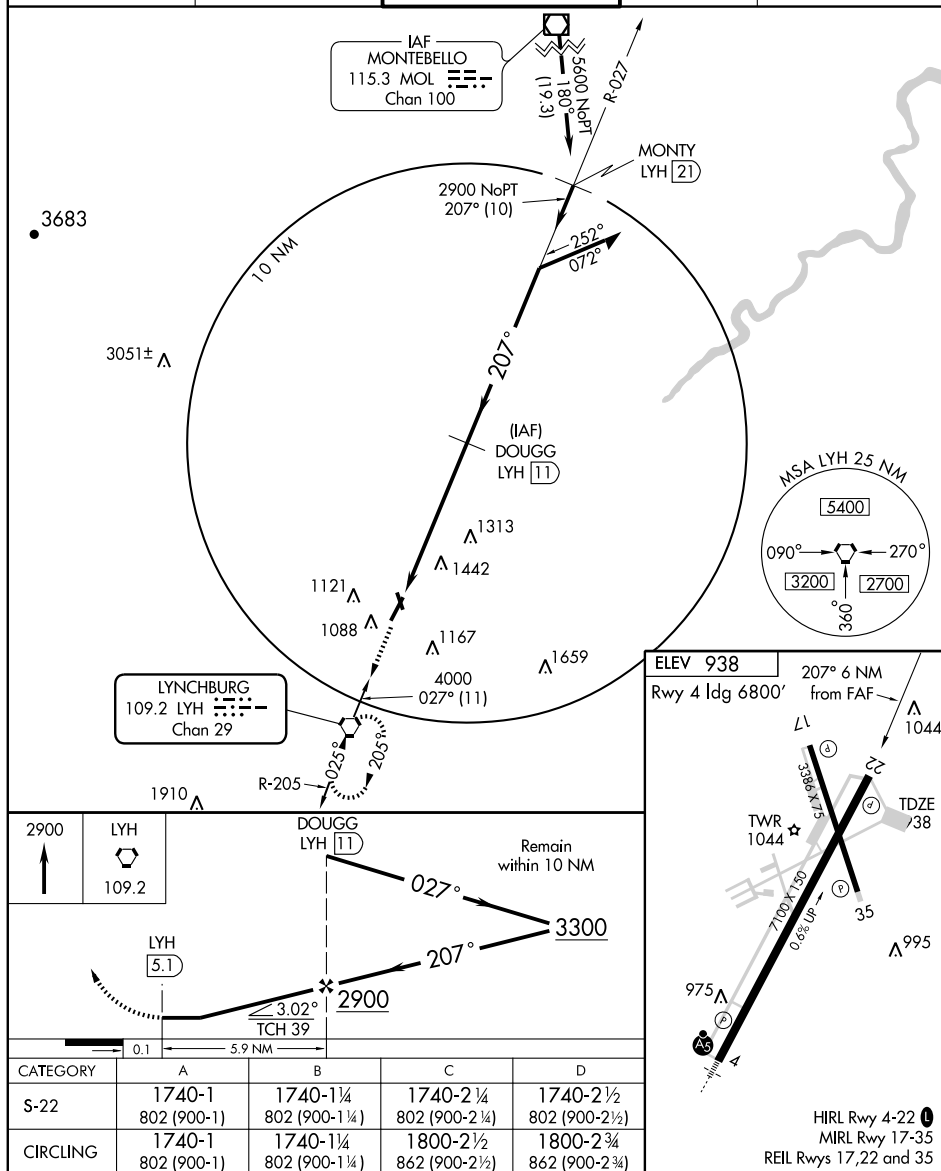
ATIS
119.8

ROANOKE APP CON
135.0 254.32

LYNCHBURG TOWER ★
127.65 (CTAF) 257.8

GND CON
121.9

UNICOM
122.95



NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC LYH	APP CRS	Rwy Idg	6800
109.2	026°	TDZE	906
Chan 29		Apt Elev	938

VOR RWY 4

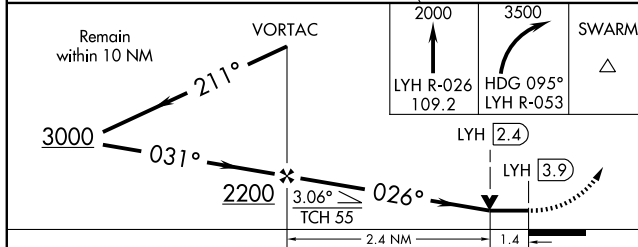
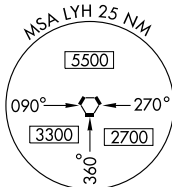
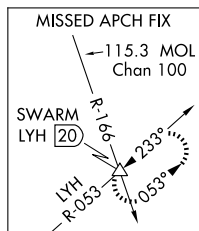
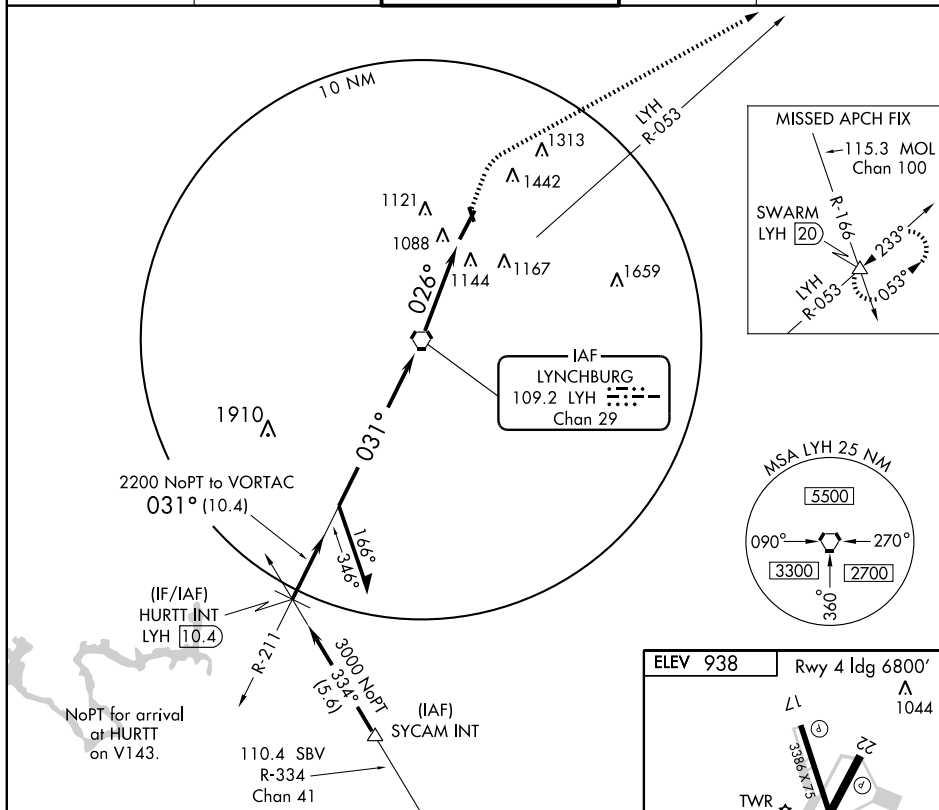
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

For inoperative MALSR, increase S-4 Cat A and B visibility to RVR 5000. Visibility reduction by helicopters NA.

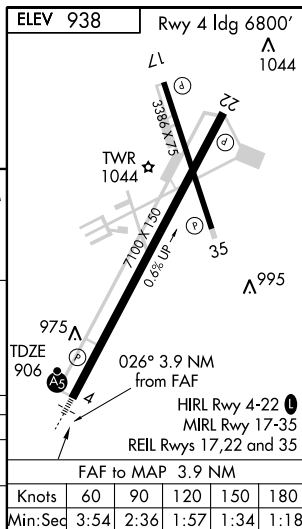


MISSED APPROACH: Climb to 2000 via LYH VORTAC R-026 then climbing right turn to 3500 via heading 095° and LYH VORTAC R-053 to SWARM Int and hold.

ATIS 119.8	ROANOKE APP CON 135.0 254.32	LYNCHBURG TOWER ★ 127.65 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-4	1400/40	494 (500-3/4)		1400/50
CIRCLING	1640-1 702 (800-1)	1700-1 1/4 762 (800-1 1/4)	1800-2 1/2 862 (900-2 1/2)	1800-2 3/4 862 (900-2 3/4)



LOUISA CO/FREEMAN FLD (LKU) 2 SE UTC-5(-4DT) N38°00.59' W77°58.21'

WASHINGTON

493 B S4 FUEL 100LL, JET A NOTAM FILE LKU

L-34E, 36H

RWY 09-27: H4300X100 (ASPH) S-12.5 MIRL 0.6% up E

IAP

RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree. Rgt tfc.

RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended Mon-Sat 1330-2200Z±. Sun and holidays

1500-2200Z±. Parachute Jumping. Deer on and invof arpt. MIRL

Rwy 09-27 preset low ints, to increase ints and ACTIVATE REIL

Rwys 09 and 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.475 (540) 967-1983.

COMMUNICATIONS: CTAF/UNICOM 122.725

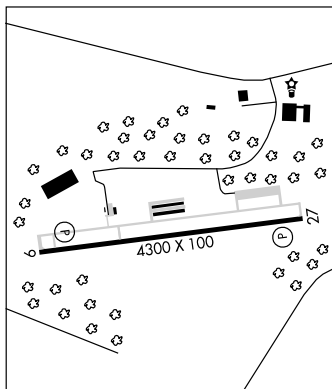
Ⓡ POTOMAC APP/DEP CON 132.85

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

GORDONVILLE (H) VORTAC 115.6 GVE Chan 103 N38°00.82'

W78°09.18' 097° 8.7 NM to fld. 382/06W. HIWAS.

ILS 108.55 I-LKU Rwy 27. LOC only. Unmonitored.

**LUNENBURG CO** (See KENBRIDGE)**LURAY CAVERNS** (W45) 2 W UTC-5(-4DT) N38°40.02' W78°30.04'

WASHINGTON

902 B S2 FUEL 100LL NOTAM FILE DCA

L-29D

RWY 04-22: H3125X75 (ASPH) S-12 MIRL

IAP

RWY 04: APAP(PN1L)—GA 3.0°. Tree.

RWY 22: APAP(PN1L)—GA 3.0°. Antenna. Rgt tfc.

AIRPORT REMARKS: Attended 1300-2300Z±. Deer and birds on and invof arpt. Taxi on hard surfaces only. ACTIVATE

MIRL Rwy 04-22—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ WASHINGTON CENTER APP/DEP CON 133.2

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

LINDEN (L) VORTAC 114.3 LDN Chan 90 N38°51.26' W78°12.33' 237° 17.8 NM to fld. 2440/06W.

CAVERNS NDB (MHW) 245 LUA N38°41.97' W78°28.30' 224° 2.4 NM to fld. Unmonitored when arpt

unattended. Unusable 209°-049° byd 15 NM; 050°-208° byd 10 NM.

LYNCHBURG**FALWELL** (W24) 3 SE UTC-5(-4DT) N37°22.68' W79°07.34'

CINCINNATI

939 S4 FUEL 100LL, JET A OX 1, 3, 4 TPA-1739(800) NOTAM FILE DCA

L-26J, 36G

RWY 10-28: H2932X50 (ASPH) MIRL 4.7% up W

IAP

RWY 10: Tree.

RWY 28: TRCV(TRIL).

AIRPORT REMARKS: Attended Apr-Oct 1200-0000Z±, Nov-Mar 1200-2300Z±. Land Rwy 28 (west) tkf Rwy 10 (east).

WEATHER DATA SOURCES: HIWAS 109.2 LYH.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ ROANOKE APP/DEP CON 125.47 (East of LYH VORTAC) 135.0 (West of LYH VORTAC)

RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.

LYNCHBURG (L) VORTAC 109.2 LYH Chan 29 N37°15.28' W79°14.19' 042° 9.2 NM to fld. 880/05W.

HIWAS.

APP CRS	Rwy Idg	2932
283°	TDZE	939
	Apt Elev	939

RNAV (GPS) RWY 28

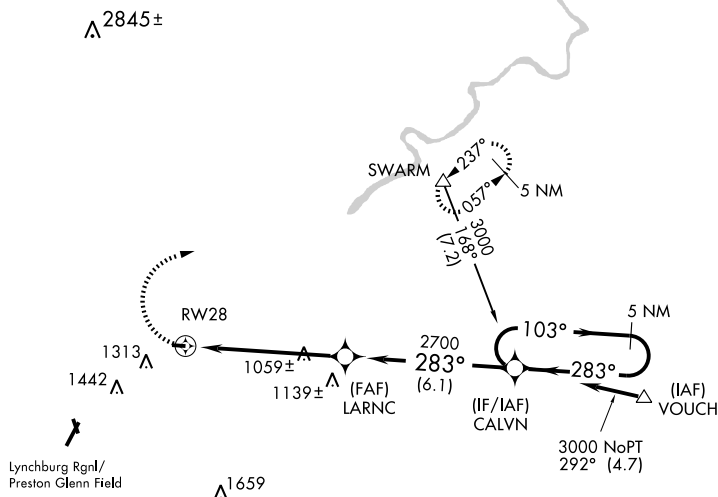
LYNCHBURG/ FALWELL (W24)

<p>T Use Lynchburg Rgnl/Preston Glenn Field altimeter setting, if not received use Farmville altimeter setting and increase all MDAs 160 feet.</p> <p>Δ NA VDP NA when using Farmville altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.</p>	MISSED APPROACH: Climbing right turn to 3500 direct SWARM and hold.
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LYNCHBURG RGNL/PRESTON GLENN FIELD
ASOS
119.8

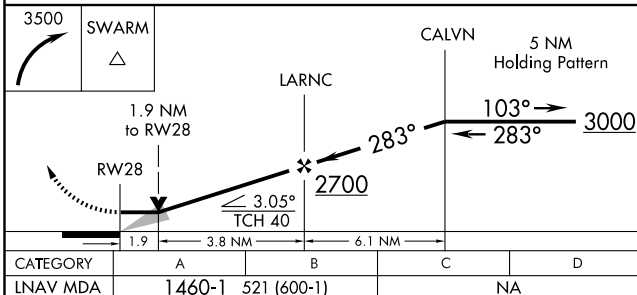
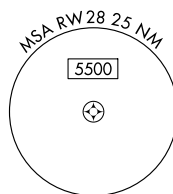
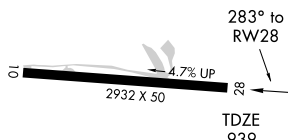
ROANOKE APP CON
135.0 254.32

UNICOM
123.0 (CTAF)



Procedure NA for arrivals at VOUCH via V16-260 E Bnd.

ELEV 939



MIRL Rwy 10-28

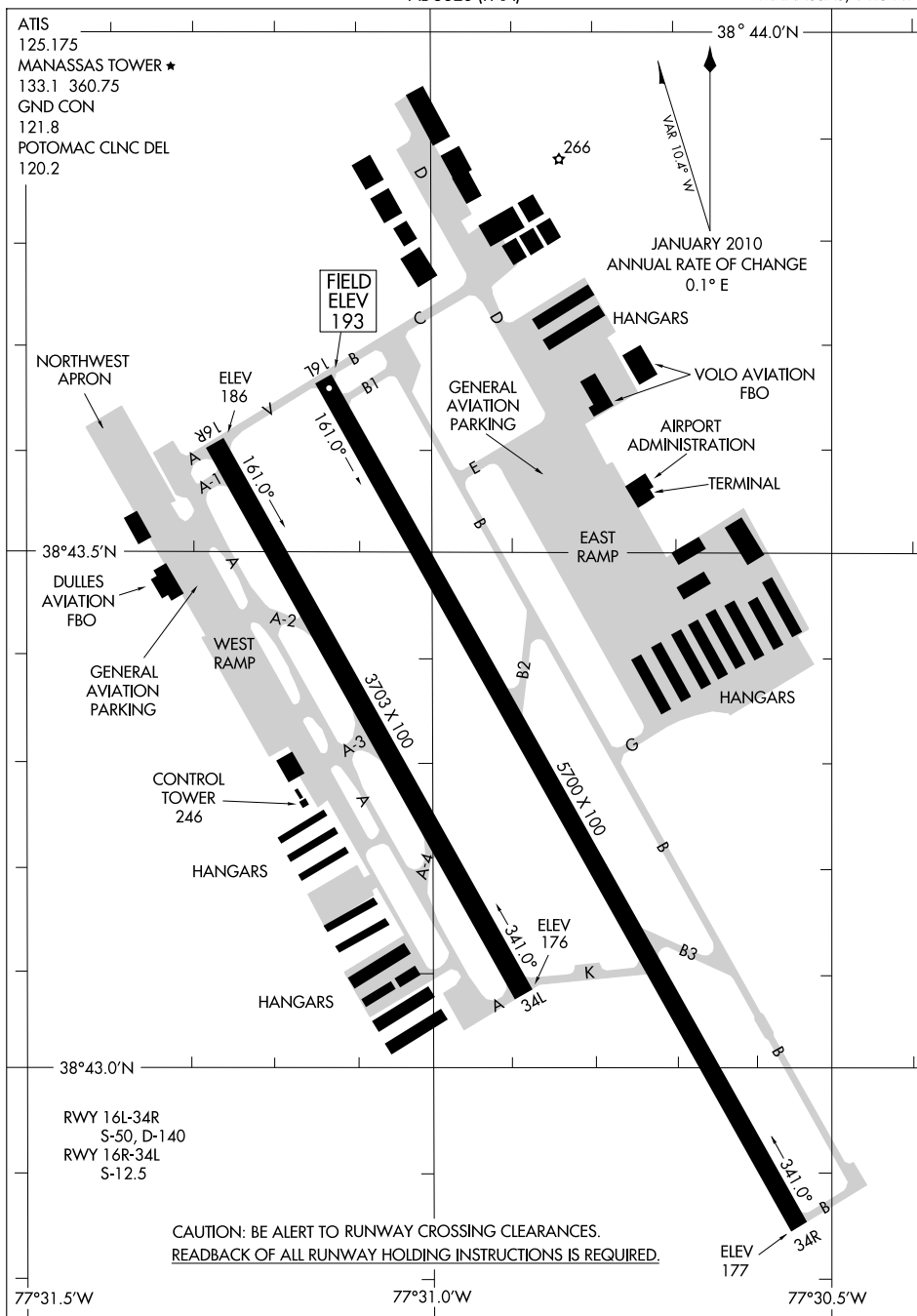
10210

AIRPORT DIAGRAM

MANASSAS RGNL/HARRY P. DAVIS FIELD (HEF)
AL-5326 (FAA) MANASSAS, VIRGINIA

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010



AIRPORT DIAGRAM

MANASSAS RGNL/HARRY P. DAVIS FIELD (HEF)
MANASSAS, VIRGINIA

10210

MANASSAS RGNL/HARRY P DAVIS FLD (HEF) 4 SW UTC-5(-4DT)

WASHINGTON

N38°43.29' W77°30.93'

COPTER

192 B S4 FUEL 100LL, JET A OX 1, 2, 4 TPA—See Remarks LRA

H-10H, 12I, L-29E, 34E, 36I, A

NOTAM FILE HEF

IAP, AD

RWY 16L-34R: H5700X100 (ASPH-GRVD) S-50, D-140 HIRL

RWY 16L: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 56'. Trees.

RWY 34R: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Rgt tfc.. Tree.

RWY 16R-34L: H3702X100 (ASPH) S-12.5 MIRL

RWY 16R: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Rgt tfc. Tree.

RWY 34L: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended 1130-0330Z†. Birds and deer on and invof arpt. Acft category C III or larger use Rwy 16L-34R and East ramp. Helicopter ops over residential areas blo 1000' should be avoided; ctc arpt manager 703-361-1882. TPA—1200(1008) single engine and light twin acft, 1500(1308) med twin and turboprop acft, 1000(808) helicopter. When twr clsd ACTIVATE HIRL Rwy 16L-34R, MALSR Rwy 16L, MIRL Rwy 16R-34L and REIL Rwy 16L, Rwy 34R, Rwy 16R, Rwy 34L—CTAF. U.S. Customs avbl Mon-Sun 1000-0400Z†. Call Command Center 703-661-7100 for appointment.

WEATHER DATA SOURCES: AWOS-3 125.175 (703) 361-6160**COMMUNICATIONS:** CTAF 133.1 ATIS 125.175 (703) 361-6160

Ⓡ POTOMAC APP/DEP CON 124.65

TOWER 133.1 (1130-0330Z†) GND CON 121.8

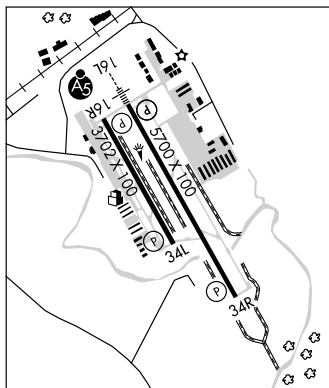
CLNC DEL 120.2 (When twr clsd POTOMAC CLNC DEL 120.2)

AIRSPACE: CLASS D svc effective 1130-0330Z† other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE IAD.

ARMEL (L) VORTAC 113.5 AML Chan 82 N38°56.08' W77°28.00' 199° 12.9 NM to fld. 297/08W.

TILE NDB (LOM) 346 IA N38°50.83' W77°26.27' 216° 8.4 NM to fld.

ILS 109.1 I-HEF Rwy 16L.

**MARION/WYTHEVILLE****MOUNTAIN EMPIRE** (MKJ) 9 NE UTC-5(-4DT) N36°53.69' W81°21.00'

CINCINNATI

2558 B S4 FUEL 100LL, JET A NOTAM FILE MKJ

H-9B, 12H, L-26I

RWY 08-26: H5252X75 (ASPH) S-20 MIRL 1.1% up W

IAP

RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 26: REIL. PAPI(P2L)—GA 3.75° TCH 47'. Road.

AIRPORT REMARKS: Attended Apr-Oct Mon-Fri 1230-0100Z†, Sat 1300-0000Z†, Sun 1800-0000Z†, Nov-Mar Mon-Fri 1230-0000Z†, Sat 1300-0000Z†, Sun 1800-0000Z†. Located 9 NM NE Marion. MIRL Rwy 08-26 preset low ints, ACTIVATE higher ints—CTAF.

WEATHER DATA SOURCES: AWOS-3 123.875 (276) 686-6420.**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ ATLANTA CENTER APP/DEP CON 132.9

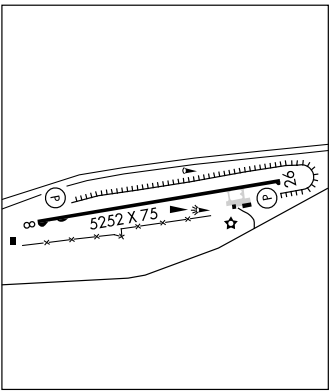
RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.

PULASKI (H) VORTAC 116.8 PSK Chan 115 N37°05.26' W80°42.77' 256° 32.7 NM to fld. 2120/06W. HIWAS.

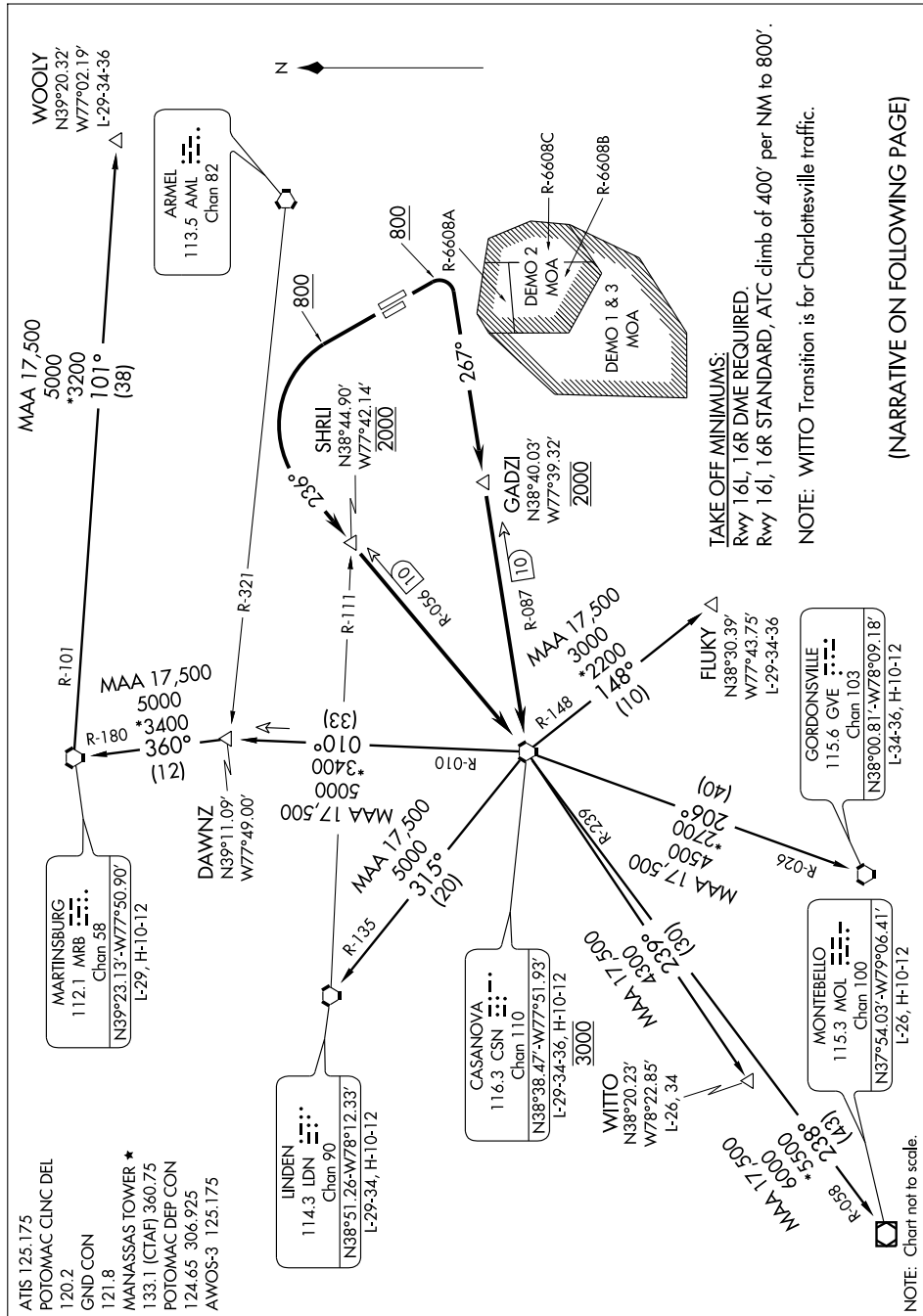
SUZZE NDB (MHW/LOM) 335 MK N36°55.21' W81°14.60' 260° 5.4 NM to fld. NOTAM FILE MKJ. Unmonitored when arpt unattended.

ILS 110.5 I-MKJ Rwy 26. LOM SUZZE NDB. (LOC only.)

LOC unmonitored when arpt unattended.



NE-3, 23 SEP 2010 to 21 OCT 2010



(NARRATIVE ON FOLLOWING PAGE)

NE-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 34L: Climb heading 341° to 800', then climbing left turn to 2000' to intercept CSN R-056 to CSN VORTAC. Maintain 2000' until crossing SHRLI INT/CSN VORTAC 10 DME. Thence. . . .

TAKE-OFF RWY 34R: Climb heading 341° to 800', then climbing left turn to 2000' to intercept CSN R-056 to CSN VORTAC. Maintain 2000' until crossing SHRLI INT/CSN VORTAC 10 DME. Thence. . . .

TAKE-OFF RWY 16L: Climb heading 161° to 800', then climbing right turn to 2000' to intercept CSN R-087 to CSN VORTAC. Maintain 2000' until crossing GADZI INT/CSN VORTAC 10 DME. Thence. . . .

TAKE-OFF RWY 16R: Climb heading 161° to 800', then climbing right turn to 2000' to intercept CSN R-087 to CSN VORTAC. Maintain 2000' until crossing GADZI INT/CSN VORTAC 10 DME. Thence. . . .

. . . . climb and maintain 3000'. Cross CSN VORTAC at 3000'.

FLUKY TRANSITION (ARSNL2.FLUKY): From over CSN VORTAC via CSN R-148 to FLUKY INT.

GORDONSVILLE TRANSITION (ARSNL2.GVE): From over CSN VORTAC via CSN R-206 and GVE R-026 to GVE VORTAC.

LINDEN TRANSITION (ARSNL2.LDN): From over CSN VORTAC via CSN R-315 and LDN R-135 to LDN VORTAC.

MARTINSBURG TRANSITION (ARSNL2.MRB): From over CSN VORTAC via CSN R-010 to DAWNZ INT, then via MRB R-180 to MRB VORTAC.

MONTEBELLO TRANSITION (ARSNL2.MOL): From over CSN VORTAC via CSN R-239 and MOL R-058 to MOL VOR/DME.

WITTO TRANSITION (ARSNL2.WITTO): From over CSN VORTAC via CSN R-239 to WITTO INT.

WOOLY TRANSITION (ARSNL2.WOOLY): From over CSN VORTAC via CSN R-010 to DAWNZ INT, then via MRB R-180 to MRB VORTAC, then via MRB R-101 to WOOLY INT.

TAKE-OFF OBSTACLES:

NOTE: Rwy 16R: Terrain 56' from DER, 136' right of centerline, 179' MSL. Numerous trees beginning 242' from DER, 53' right of centerline up to 100' AGL/279' MSL. Vehicle on road 886' from DER, 463' right of centerline, 15' AGL/214' MSL. Terrain 33' from DER, 427' left of centerline, 179' MSL. Numerous trees beginning 688' from DER, 40' left of centerline, up to 100' AGL/279' MSL.

NOTE: Rwy 16L: Terrain 56' from DER, 177' left of centerline, 179' MSL. Numerous trees beginning 1,911' from DER, 158' left of centerline, up to 83' AGL/292' MSL. Terrain 87' from DER, 386' right of centerline, 179' MSL. Numerous trees beginning 2,559' from DER, 29' right of centerline up to 100' AGL/273' MSL.

NOTE: Rwy 34R: Sign 70' from DER, 91' right of centerline, 6' AGL/196' MSL. Terrain beginning 23' from DER, 222' right of centerline, up to 199' MSL. Vehicle on road 198' from DER, 9' right of centerline, 15' AGL/214' MSL. Numerous trees beginning 1,860' from DER, 828' right of centerline, up to 70' AGL/280' MSL. Numerous trees beginning 2,875' from DER, 484' left of centerline, up to 27' AGL/266' MSL.

NOTE: Rwy 34L: Terrain 107' from DER, 409' right of centerline, 189' MSL. Numerous trees beginning 2,802' from DER, 251' right of centerline, up to 27' AGL/266' MSL. Terrain 76' from DER, 154' left of centerline, 189' MSL. Vehicle on road 366' from DER, 19' left of centerline, 15' AGL/204' MSL. Numerous trees beginning 1,603' from DER, 249' left of centerline, up to 43' AGL/252' MSL. Tower 3,398 from DER, 1,102' left of centerline, 68' AGL/274' MSL.

COATT FOUR ARRIVAL

WASHINGTON, DC

POTOMAC APP CON
NORTH 125.8 306.925
SOUTH 124.65 306.925
DULLES ATIS 134.85

LEESBURG EXECUTIVE

WASHINGTON
DULLES
INTL

MANASSAS RGNL/
HARRY P. DAVIS FIELD

ARMEL
113.5 AML
Chan 82
N38°56.08' - W77°28.00'

CASANOVA
116.3 CSN
Chan 110

R-104

BARIN

N38°35.18' - W77°21.83'

TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect to cross at 5,000'.

BROOKE
114.5 BRV
Chan 92
N38°20.18' - W77°21.17'

2400
107°
(15)

USE FAK R-031 TO BRV,
BRV R-214 UNUSEABLE.

4 NM

210K

(10)

FALKO

N38°11.11' - W77°26.56'

TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect to cross at 10,000'
at 250 KT.

OGATE
N38°03.48'
W77°31.07'

COATT
N37°57.49'
W77°34.61'

NABBS
N37°52.60'
W77°37.49'

DEAND
N37°48.42'
W77°29.48'

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71' - W77°49.69'
L-36, H-10-12

RICHMOND
114.1 RIC
Chan 88
N37°30.14' - W77°19.22'
L-34-36, H-10-12

NOTE: Chart not to scale.

FLAT ROCK TRANSITION (FAK.COATT4): From over FAK VORTAC via FAK R-031 to COATT INT. Thence . . .

RICHMOND TRANSITION (RIC.COATT4): From over RIC VORTAC via RIC R-345 to COATT INT. Thence . . .

. . . From over COATT INT via FAK R-031 to BRV VORTAC, then from over BRV VORTAC via BRV R-007 to BARIN INT. Expect radar vectors to final approach course after BARIN INT.

COATT FOUR ARRIVAL

WASHINGTON, DC

LOC I-HEF 109.1	APP CRS 163°	Rwy Idg TDZE Apt Elev	5700 192 192
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ILS or LOC RWY 16L

MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF)

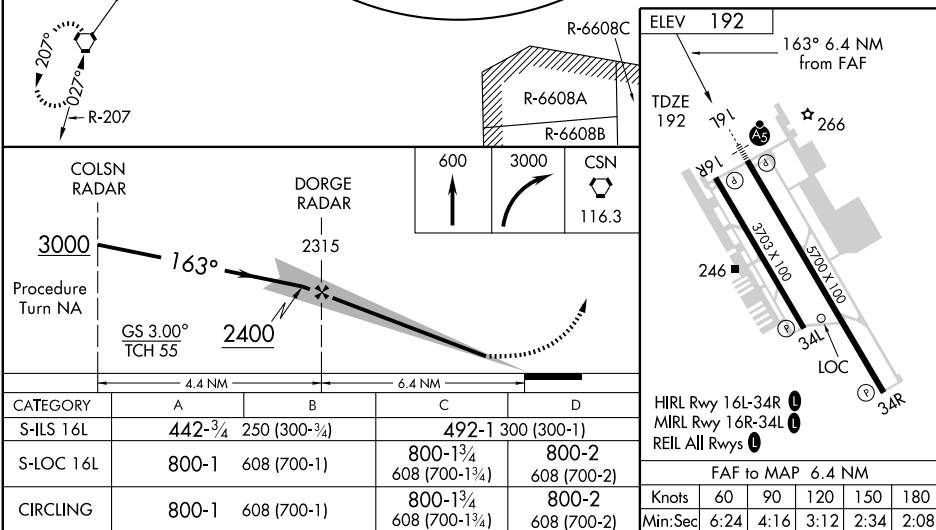
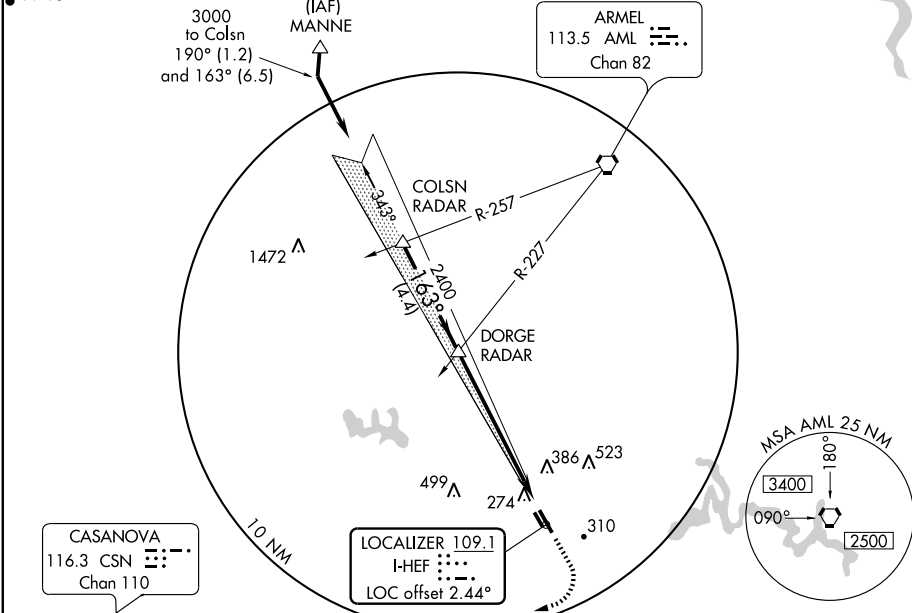
▼
▲ Inoperative table does not apply.



MISSED APPROACH: Climb to 600, then climbing right turn to 3000 direct CSN VORTAC and hold.

ATIS 125.175	POTOMAC APP CON 124.65 306.925	MANASSAS TOWER ★ 133.1 (CTAF) 0 360.75	GND CON 121.8	POTOMAC CLNC DEL 120.2
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● 1940



WAAS CH 70302 W16A	APP CRS 161°	Rwy Idg 5700 TDZE 192 Apt Elev 192
--	------------------------	---

RNAV (GPS) RWY 16L

MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF)

T BARO-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

A For inoperative MALS, increase LPV DA vis to 1 mile all Cats.



MISSED APPROACH: Climb direct JENPO then climbing right turn to 3000 via 267° track to CSN VORTAC and hold.

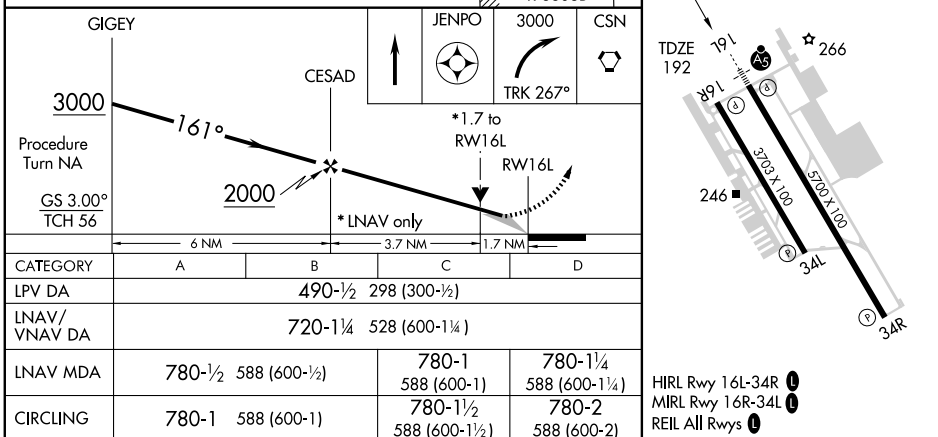
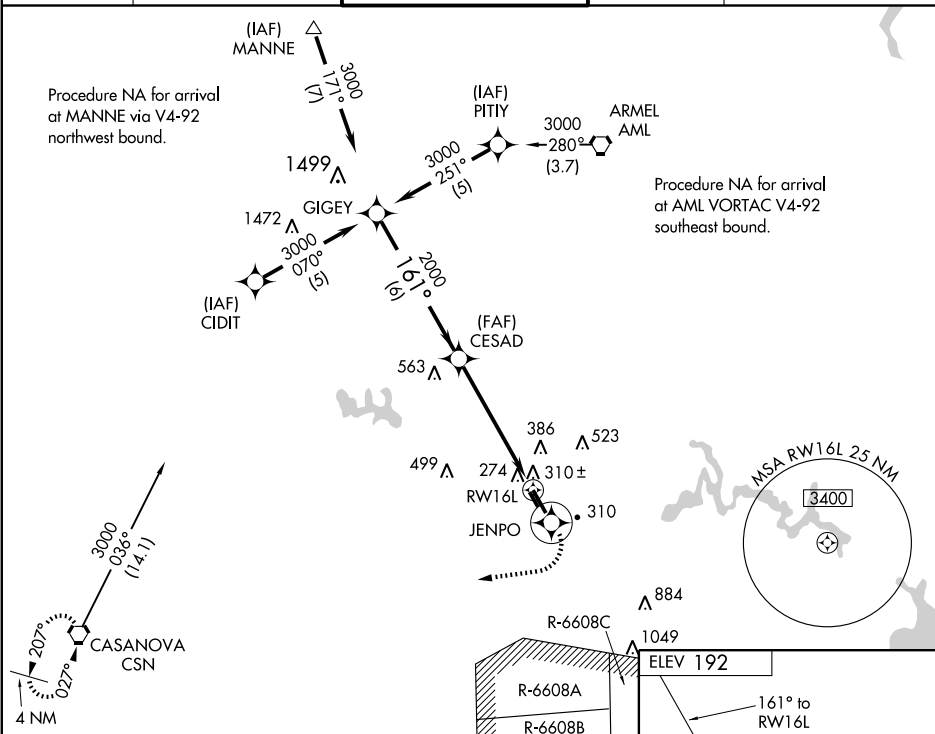
ATIS
125.175

POTOMAC APP CON
124.65 306.925

MANASSAS TOWER ★
133.1 (CTAF) **L** 360.75

GND CON
121.8

POTOMAC CLNC DEL
120.2



MANASSAS, VIRGINIA

Orig-B 09183

MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF)

38°43'N - 77°31'W

RNAV (GPS) RWY 16L

NE-3. 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	3703
161°	TDZE	185
	Apt Elev	192

RNAV (GPS) RWY 16R

MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF)



DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DILCA WP and right turn via 267° track to CSN VORTAC and hold.

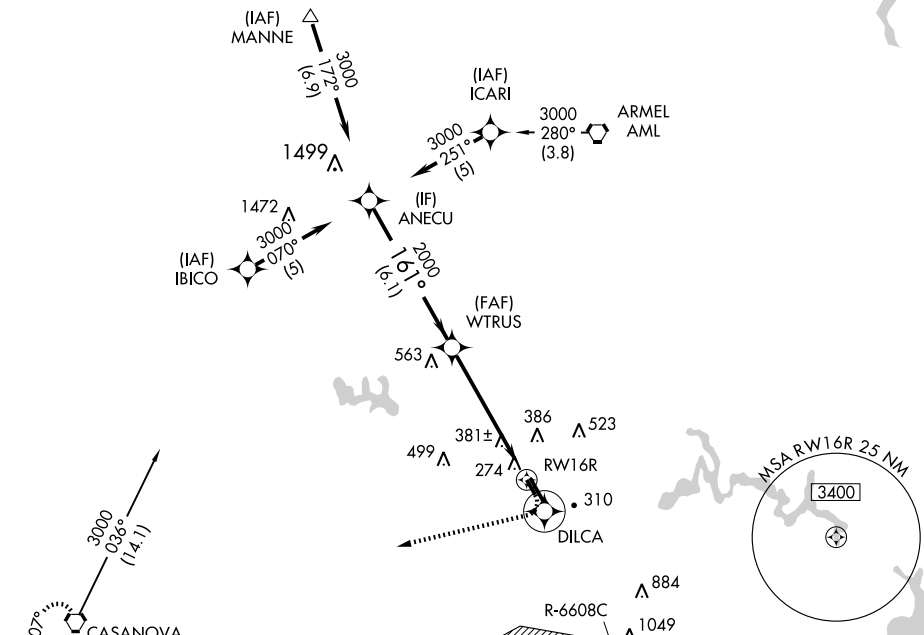
ATIS
125.175

POTOMAC APP CON
124.65 306.925

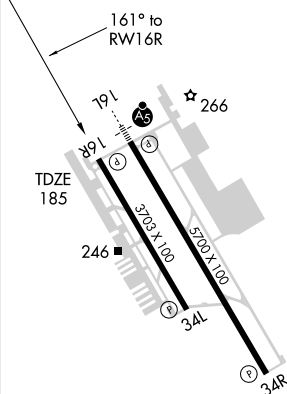
MANASSAS TOWER ★
133.1 (CTAF) 360.75

GND CON
121.8

POTOMAC CLNC DEL
120.2



CATEGORY	ANEUCU		WTRUS		DILCA		CSN	
	A	B	C	D	E	F	G	H
LNNAV MDA	780-1	595 (600-1)	780-1½ 595 (600-1½)	780-1¾ 595 (600-1¾)				
CIRCLING	780-1	588 (600-1)	780-1½ 588 (600-1½)	780-2 588 (600-2)				



HIRL Rwy 16L-34R
MIRL Rwy 16R-34L
REIL All Rwy's

APP CRS **326°**
Rwy Idg **5700**
TDZE **177**
Apt Elev **192**

RNAV (GPS) RWY 34R

MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF)



NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct BEYAL WP and via 254° track to CSN VORTAC and hold.

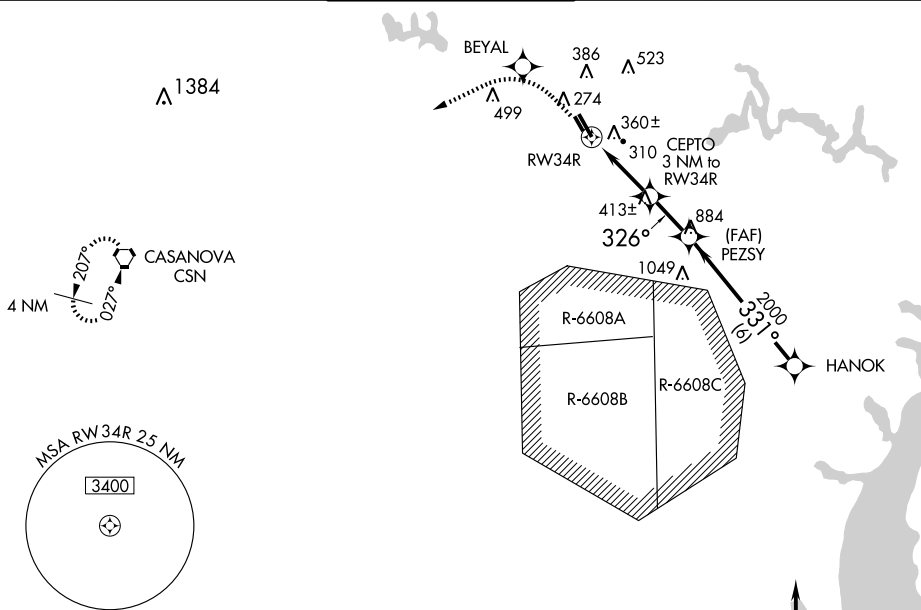
ATIS
125.175

POTOMAC APP CON
124.65 306.925

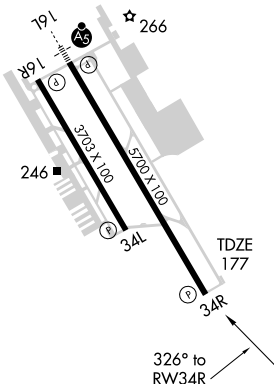
MANASSAS TOWER ★
133.1 (CTAF) 360.75



GND CON
121.8

POTOMAC CLNC DEL
120.2



ELEV 192



3000	BEYAL		TRK 254°	CSN		PEZSY	HANOK	
						331°	3000	
						326°	2000	
						CEPTO 3 NM to RW34R		
						1280		
						≤ 3.36° TCH 40		
						3 NM	2 NM	6 NM
CATEGORY	A	B	C	D				
LNNAV MDA	620-1	443 (500-1)	620-1¼ 443 (500-1¼)	620-1½ 443 (500-1½)				
CIRCLING	700-1	508 (600-1)	720-1½ 528 (600-1½)	760-2 568 (600-2)				

MANASSAS, VIRGINIA
Orig 09183

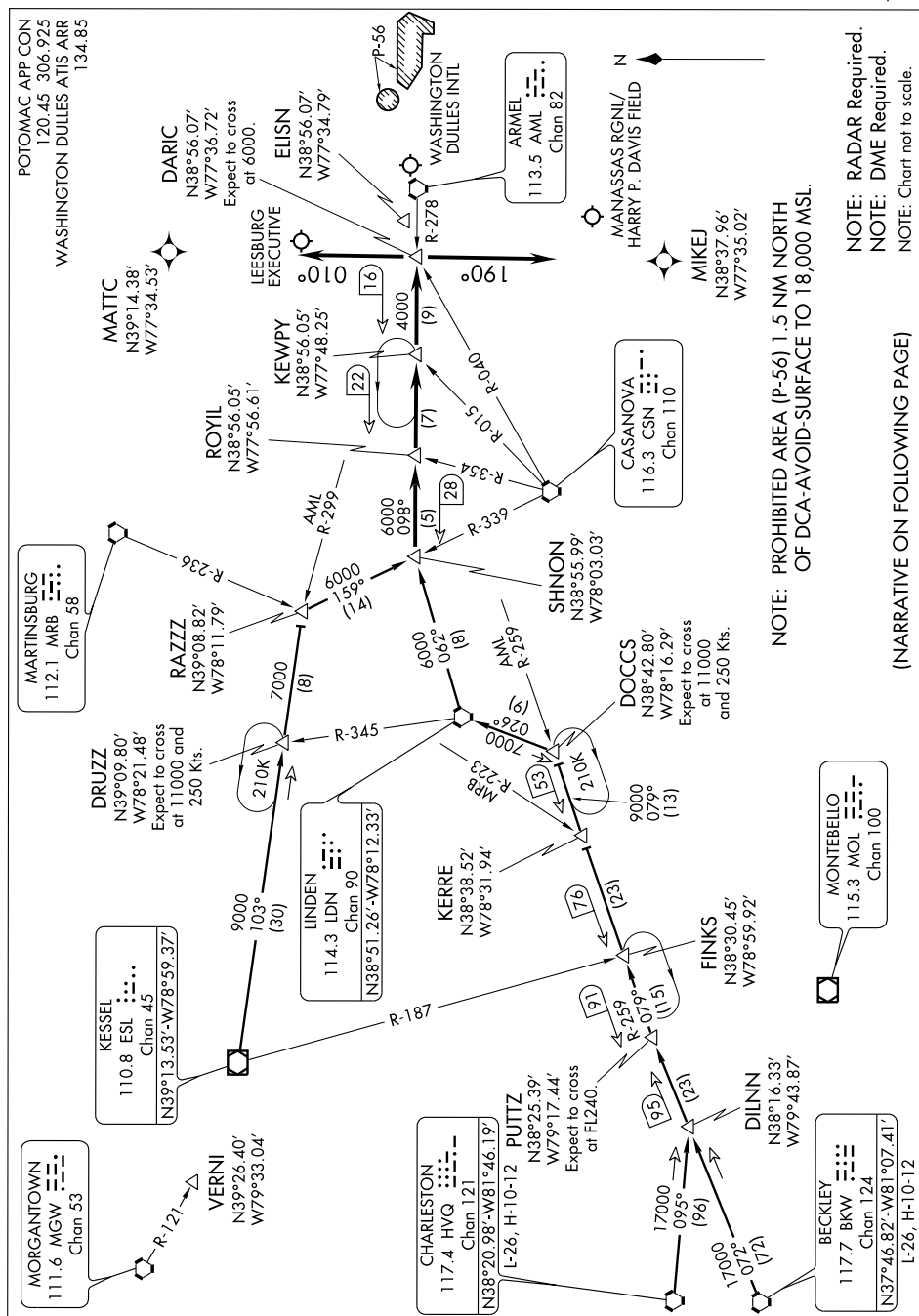
MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF)
38°43'N - 77°31'W

RNAV (GPS) RWY 34R

ROYIL TWO ARRIVAL

WASHINGTON, DC

NE-3, 23 SEP 2010 to 21 OCT 2010



ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.ROYIL2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence

CHARLESTON TRANSITION (HVQ.ROYIL2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence

KESSEL TRANSITION (ESL.ROYIL2): From over ESL VOR/DME via ESL R-103 to RAZZZ INT, then via CSN R-339 to SHNON INT, thence

. . . . from over SHNON INT via AML R-278 to ROYIL INT, then via AML R-278 to KEWPY INT, then via AML R-278 to DARIC INT.

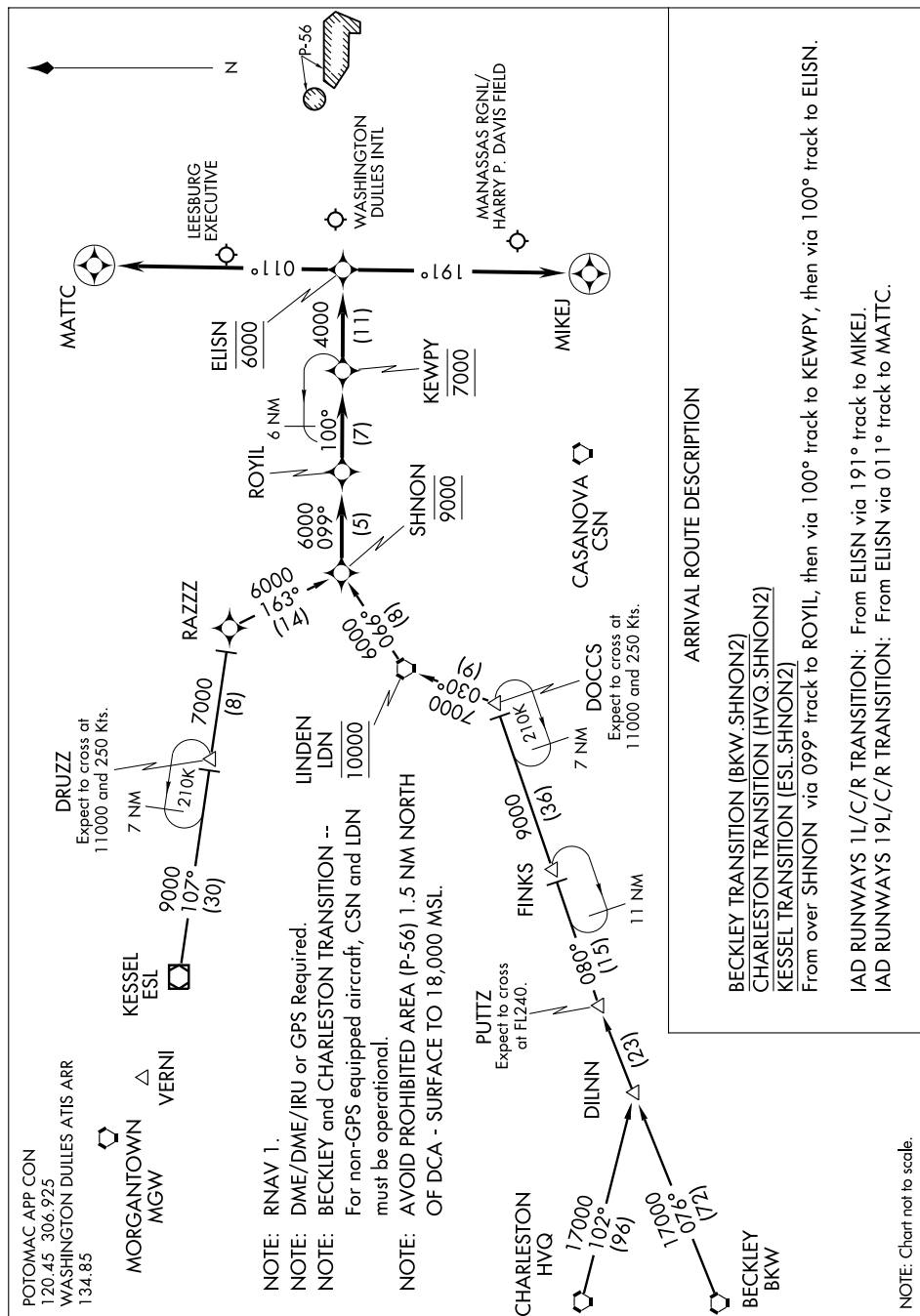
LANDING SOUTH (IAD ONLY): Depart DARIC heading 010° for vectors to final approach course.

LANDING NORTH (IAD ONLY): Depart DARIC heading 190° for vectors to final approach course.

SHNON TWO ARRIVAL (RNAV)

WASHINGTON, DC

NE-3, 23 SEP 2010 to 21 OCT 2010



SHNON TWO ARRIVAL (RNAV)

(SHNON.SHNON2) 09183

WASHINGTON, DC

NE-3, 23 SEP 2010 to 21 OCT 2010

MANASSAS RGNL/HARRY P DAVIS FLD (HEF) 4 SW UTC-5(-4DT)

WASHINGTON

N38°43.29' W77°30.93'

COPTER

192 B S4 FUEL 100LL, JET A OX 1, 2, 4 TPA—See Remarks LRA

H-10H, 12I, L-29E, 34E, 36I, A

NOTAM FILE HEF

IAP, AD

RWY 16L-34R: H5700X100 (ASPH-GRVD) S-50, D-140 HIRL

RWY 16L: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 56'. Trees.

RWY 34R: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Rgt tfc.. Tree.

RWY 16R-34L: H3702X100 (ASPH) S-12.5 MIRL

RWY 16R: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Rgt tfc. Tree.

RWY 34L: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended 1130-0330Z†. Birds and deer on and in/ovf arpt. Acft category C III or larger use Rwy 16L-34R and East ramp. Helicopter ops over residential areas blo 1000' should be avoided; ctc arpt manager 703-361-1882. TPA—1200(1008) single engine and light twin acft, 1500(1308) med twin and turboprop acft, 1000(808) helicopter. When twr clsd ACTIVATE HIRL Rwy 16L-34R, MALSR Rwy 16L, MIRL Rwy 16R-34L and REIL Rwy 16L, Rwy 34R, Rwy 16R, Rwy 34L—CTAF. U.S. Customs avbl Mon-Sun 1000-0400Z†. Call Command Center 703-661-7100 for appointment.

WEATHER DATA SOURCES: AWOS-3 125.175 (703) 361-6160**COMMUNICATIONS:** CTAF 133.1 ATIS 125.175 (703) 361-6160

Ⓡ POTOMAC APP/DEP CON 124.65

TOWER 133.1 (1130-0330Z†) GND CON 121.8

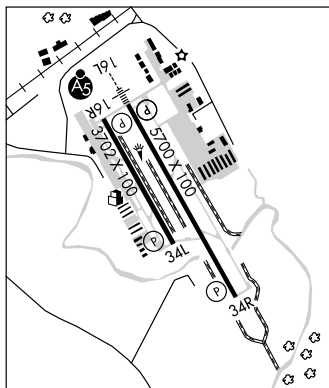
CLNC DEL 120.2 (When twr clsd POTOMAC CLNC DEL 120.2)

AIRSPACE: CLASS D svc effective 1130-0330Z† other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE IAD.

ARMEL (L) VORTAC 113.5 AML Chan 82 N38°56.08' W77°28.00' 199° 12.9 NM to fld. 297/08W.

TILE NDB (LOM) 346 IA N38°50.83' W77°26.27' 216° 8.4 NM to fld.

ILS 109.1 I-HEF Rwy 16L.

**MARION/WYTHEVILLE****MOUNTAIN EMPIRE** (MKJ) 9 NE UTC-5(-4DT) N36°53.69' W81°21.00'

CINCINNATI

2558 B S4 FUEL 100LL, JET A NOTAM FILE MKJ

H-9B, 12H, L-26I

RWY 08-26: H5252X75 (ASPH) S-20 MIRL 1.1% up W

IAP

RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 26: REIL. PAPI(P2L)—GA 3.75° TCH 47'. Road.

AIRPORT REMARKS: Attended Apr-Oct Mon-Fri 1230-0100Z†, Sat 1300-0000Z†, Sun 1800-0000Z†, Nov-Mar Mon-Fri 1230-0000Z†, Sat 1300-0000Z†, Sun 1800-0000Z†. Located 9 NM NE Marion. MIRL Rwy 08-26 preset low ints, ACTIVATE higher ints—CTAF.

WEATHER DATA SOURCES: AWOS-3 123.875 (276) 686-6420.**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ ATLANTA CENTER APP/DEP CON 132.9

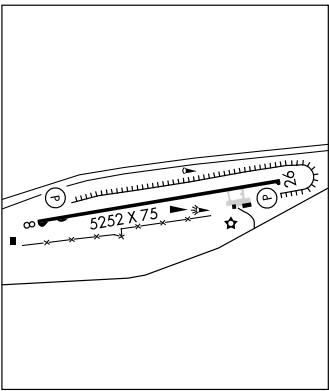
RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.

PULASKI (H) VORTAC 116.8 PSK Chan 115 N37°05.26' W80°42.77' 256° 32.7 NM to fld. 2120/06W. HIWAS.

SUZZE NDB (MHW/LOM) 335 MK N36°55.21' W81°14.60' 260° 5.4 NM to fld. NOTAM FILE MKJ. Unmonitored when arpt unattended.

ILS 110.5 I-MKJ Rwy 26. LOM SUZZE NDB. (LOC only.)

LOC unmonitored when arpt unattended.



LOC I-MKJ **110.5** APP CRS **259°** Rwy Idg **5252**
 TDZE **2519**
 Apt Elev **2558**

LOC RWY 26

MARION/MOUNTAIN EMPIRE (MKJ)

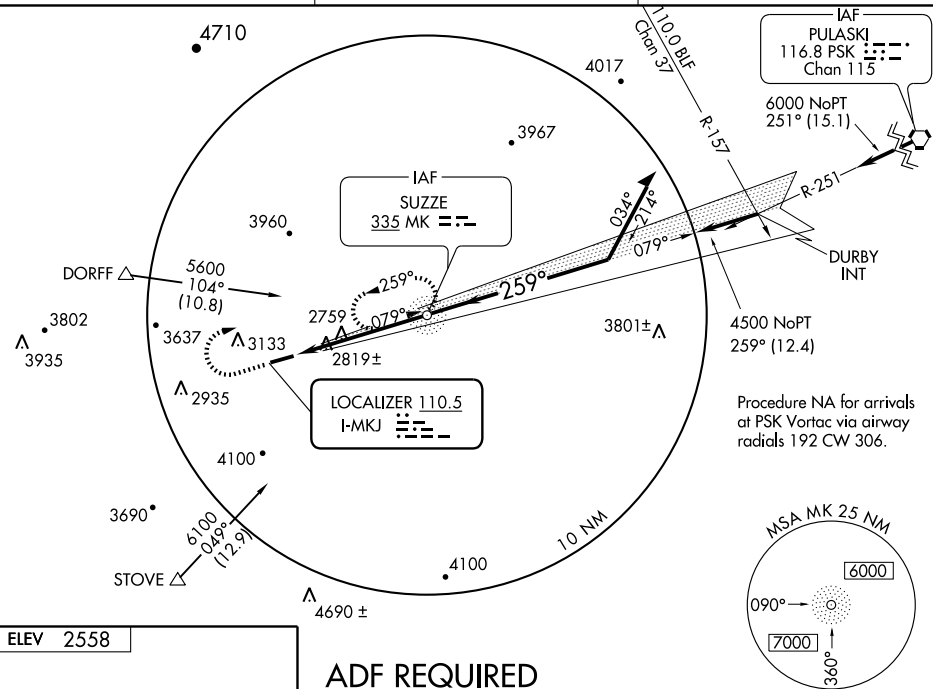
▼ Circling not authorized north of Rwy 8-26. When local altimeter setting not received, use Twin County altimeter setting and increase all MDA 80 feet, S-26 Cat C visibility ¼ mile and Circling Cat B/C visibility ¼ mile. Visibility reduction by helicopters NA. Straight-in/Circling minimums to Rwy 26 NA at night.

MISSED APPROACH: Climb to 4400 then climbing right turn to 6000 direct to MK NDB and hold.

AWOS-3
123.875

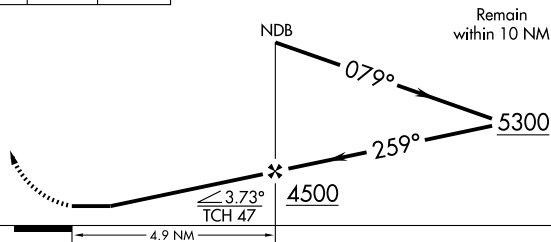
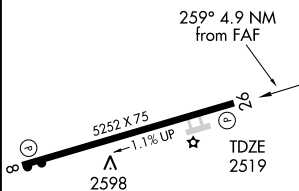
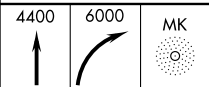
ATLANTA CENTER
132.9 319.9

UNICOM
122.7 (CTAF) 0



ELEV **2558**

ADF REQUIRED



REIL Rwy 8 and 26
 MRL Rwy 8-26 0

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-26	3080-1	561 (600-1)	3080-1½ 561 (600-1½)	NA
CIRCLING	3260-1	702 (800-1)	3260-2 702 (800-2)	NA

MARION/WYTHEVILLE, VIRGINIA

Amdt 1C 23SEP10

MARION/MOUNTAIN EMPIRE (MKJ)

36°54'N - 81°21'W

LOC RWY 26

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 72802 W26A	APP CRS 259°	Rwy Idg 5252 TDZE 2519 Apt Elev 2558
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RNAV (GPS) RWY 26

MARION/MOUNTAIN EMPIRE (MKJ)

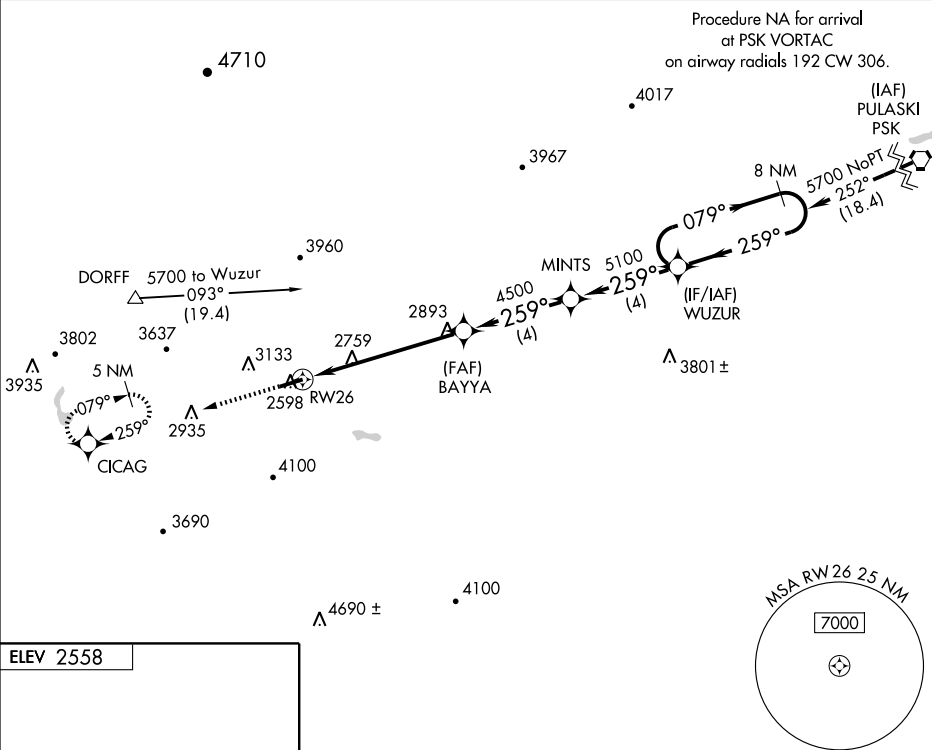
▼ Circling NA north of Rwy 8-26. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Twin County altimeter setting and increase DA and all MDAs 80 feet.

MISSED APPROACH: Climb to 6000 direct CICAG and hold, continue climb-in-hold to 6000.

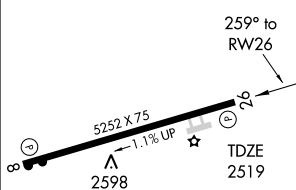
AWOS-3
123.875

ATLANTA CENTER
132.9 319.9

UNICOM
122.7 (CTAF) 0



ELEV 2558



REIL Rws 8 and 26
MIRL Rwy 8-26 0

	6000	CICAG	VGSI and RNAV glidepath not coincident.		8 NM Holding Pattern.
			WUZUR		
			BAYYA		
			MINTS		
			RW26		
			4500		
			5100		
			259°		
			079°		
			5700		
			GS 3.00°		
			TCH 51		
CATEGORY	A	B	C	D	
LPV DA	3048-2		529 (600-2)		NA
LNVA MDA	3280-1 761 (800-1)	3280-1¼ 761 (800-1¼)	3280-2¼ 761 (800-2¼)	NA	
CIRCLING	3280-2	722 (800-2)	3280-2¼ 722 (800-2¼)	NA	

MARTINSVILLE**BLUE RIDGE**

(MTV) 8 SW UTC-5(-4DT) N36°37.85' W80°01.10'

941 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 NOTAM FILE MTV

RWY 12-30: H5002X100 (ASPH-GRVD) S-30, D-60 MIRL 0.6% up NW

RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 30: REIL. ODALS. PAPI (P4L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended 1300-2300Z±. Deer on and invof arpt.

ACTIVATE MIRL Rwy 12-30, PAPI Rws 12 and 30, REIL Rwy 12 and Rwy 30, and ODALS Rwy 30—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.45 (276) 957-3784. OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ GREENSBORO APP/DEP CON 124.35 CLNC DEL 124.85

RADIO AIDS TO NAVIGATION: NOTAM FILE GSO.

GREENSBORO (H) VORTAC 116.2 GSO Chan 109 N36°02.74'

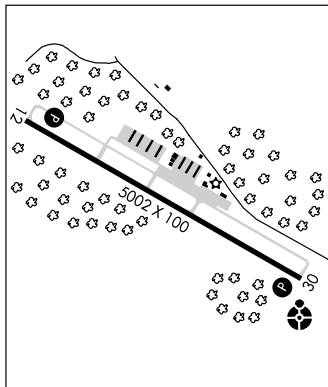
W79°58.58' 360° 35.1 NM to fld. 879/03W. HIWAS.

BALES NDB (MHW/LOM) 396 UV N36°35.39' W79°55.04' 304°

5.5 NM to fld. NOTAM FILE MTV. Unmonitored when arpt unattended.

ILS/DME 111.3 I-UVM Chan 50 Rwy 30. LOC only.

LOM BALES NDB. LOC/DME unmonitored when arpt unattended.

**MC LAUGHLIN SPB**

(See CHESTER)

MECKLENBURG-BRUNSWICK RGNL

(See SOUTH HILL)

MELFA**ACCOMACK CO** (MFV) 1 W UTC-5(-4DT) N37°38.81' W75°45.66'

47 B FUEL 100LL JET A+ TPA—See Remarks NOTAM FILE MFV

RWY 03-21: H5000X100 (ASPH) S-26 MIRL

RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended May-Oct 1300-0100Z±, Nov-Apr

1300-2300Z±. Self serve fuel (100LL and JET A+) avbl 24 hrs.

Deer on and invof arpt. TPA—897(850) light acft, 1547(1500) heavy acft. Trees parallel rwy +370' east and west of centerline (50 to 90'). MIRL Rwy 03-21 preset low ints, increase ints and ACTIVATE REIL Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.175 (757) 787-5660.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ PATUXENT APP/DEP CON 127.95

GCO 135.075 (NORFOLK CLNC)

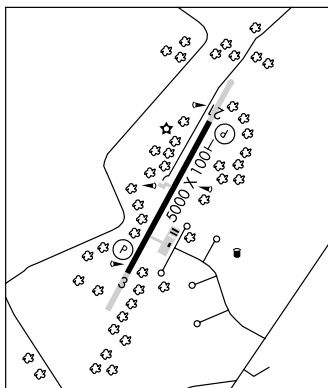
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

CAPE CHARLES (L) VORTAC 112.2 CCV Chan 59 N37°20.85'

W75°59.86' 042° 21.2 NM to fld. 10/10W.

NDB (MHW) 336 BDB N37°34.22' W75°47.90' 032° 4.9 NM to fld.

ILS 110.15 I-MFV Rwy 03. LOC only.



WASHINGTON

H-101, 121, L-361

IAP


MIDDLE PENINSULA RGNL

(See WEST POINT)

LOC/DME I-UVM <u>111.3</u> Chan 50	APP CRS 305°	Rwy Idg 5002 TDZE 925 Apt Elev 941
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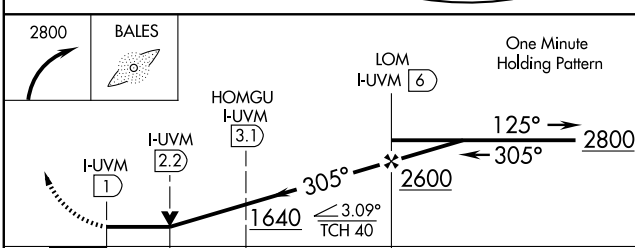
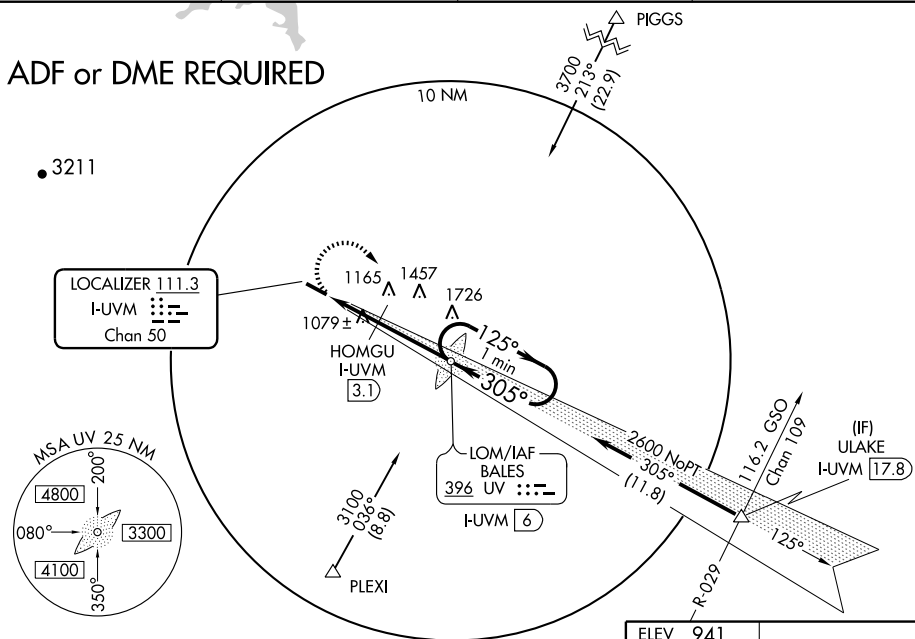
LOC RWY 30

MARTINSVILLE/BLEUE RIDGE (MTV)

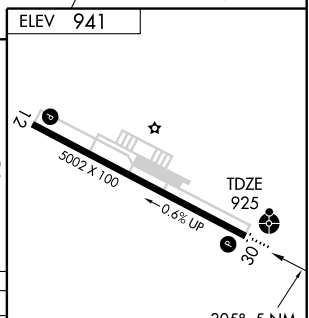
▼	▲ NA	<p>Inoperative table does not apply to Cat C. ADF Required. When local altimeter setting not received, use Reidsville, NC altimeter setting and increase all MDA 180 feet; increase S-30 Cats A/B visibility ½ mile. Cats C/D and Circling Cats C/D ¾ mile and Circling Cats A/B ¼ mile. HOMGU fix minimums NA when using Reidsville, NC altimeter setting. When using Reidsville, NC altimeter setting, inoperative table does not apply.</p>	<p>ODALS</p> 	<p>MISSED APPROACH: Climbing right turn to 2800 direct BALES LOM/I-UVM 6.02 DME and hold</p>
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AWOS-3 118.45	GREENSBORO APP CON 124.35 269,225	CLNC DEL 124.85	UNICOM 122.7 (CTAF) 0
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ADF or DME REQUIRED



	1.2 NM	0.9 NM	2.9 NM	
CATEGORY	A	B	C	D
S-30	1640- $\frac{3}{4}$	715 (700- $\frac{3}{4}$)	1640-2 715 (700-2)	1640-2 $\frac{1}{4}$ 715 (700-2 $\frac{1}{4}$)
CIRCLING	1640-1	699 (700-1)	1640-2 699 (700-2)	1640-2 $\frac{1}{4}$ 699 (700-2 $\frac{1}{4}$)
HOMGU FIX MINIMUMS				
S-30	1340- $\frac{3}{4}$	415 (400- $\frac{3}{4}$)	1340-1 $\frac{1}{4}$	415 (400-1 $\frac{1}{4}$)
CIRCLING	1420-1	479 (500-1)	1420-1 $\frac{1}{2}$ 479 (500-1 $\frac{1}{2}$)	1520-2 579 (600-2)



REIL Rwy 12 and 30 **L**
MIRL Rwy 12-30 **L**

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

MARTINSVILLE, VIRGINIA

Amdt 1 03JUN10

MARTINSVILLE/BLEUE RIDGE (MTV)

36°38'N-80°01'W

LOC RWY 30

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 50218 W12A	APP CRS 125°	Rwy Idg TDZE Apt Elev	5002 941 941
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RNAV (GPS) RWY 12

MARTINSVILLE/BLUE RIDGE (MTV)



Straight-in minimums NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Reidsville, NC altimeter setting and increase LPV DA to 1468, LNAV/VNAV DA to 1585 and all MDA 180 feet; increase LPV visibility all Cats $\frac{3}{4}$ mile, LNAV/VNAV visibility all Cats, and Circling Cat D $\frac{1}{2}$ mile, increase Circling Cat C visibility $\frac{1}{4}$ mile. Baro-VNAV, VDP, and LNAV MDA NA when using Reidsville, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

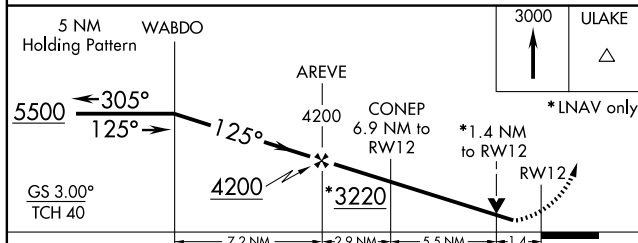
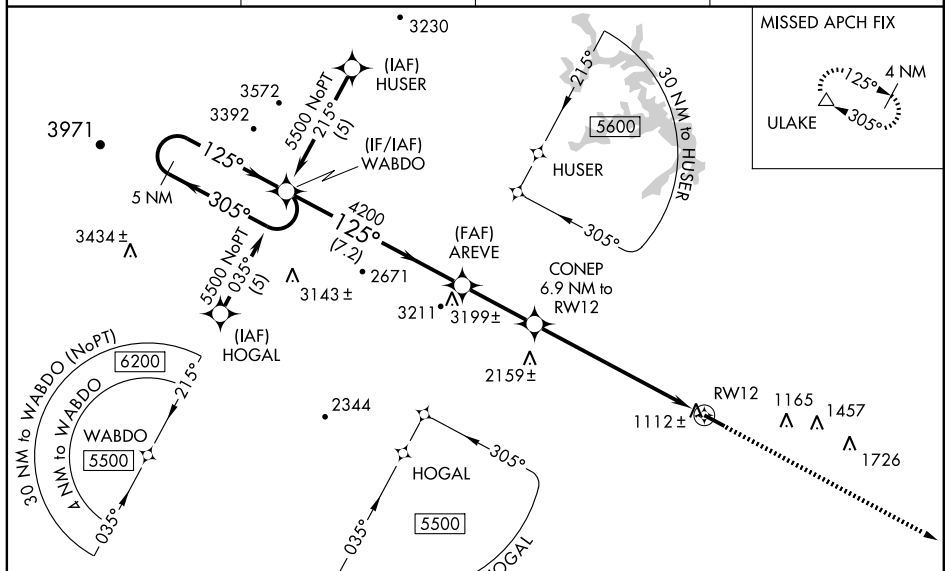
MISSED APPROACH:
Climb to 3000 direct
ULAKE and hold.

AWOS-3
118.45

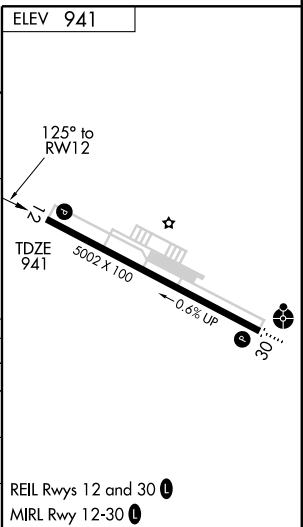
GREENSBORO APP CON
124.35 269.225

CLNC DEL
124.85

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA		1292-1 $\frac{1}{4}$	351 (400-1 $\frac{1}{4}$)	
LNAV/VNAV DA		1409-1 $\frac{3}{4}$	468 (500-1 $\frac{3}{4}$)	
LNAV MDA	1420-1	479 (500-1)	1420-1 $\frac{1}{4}$ 479 (500-1 $\frac{1}{4}$)	1420-1 $\frac{1}{2}$ 479 (500-1 $\frac{1}{2}$)
CIRCLING	1420-1	479 (500-1)	1420-1 $\frac{1}{2}$ 479 (500-1 $\frac{1}{2}$)	1520-2 579 (600-2)



WAAS CH 65802 W30A	APP CRS 305°	Rwy Idg TDZE 925 Apt Elev 941	5002
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RNAV (GPS) RWY 30

MARTINSVILLE/ BLUE RIDGE (MTV)

▽ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Reidsville, NC altimeter setting and increase LPV DA to 1351, LNAV/VNAV DA to 2043 and all MDA 180 feet; increase LPV all Cats and LNAV Cats A/B visibility $\frac{1}{2}$ mile, increase LNAV Cats C/D and Circling Cats C/D visibility $\frac{3}{4}$ mile, increase Circling Cats A/B visibility $\frac{1}{4}$ mile. Baro-VNAV and VDP NA when using Reidsville, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C. When using Reidsville, NC altimeter setting inoperative table does not apply to LNAV/VNAV Cats A/B/C and LNAV Cats A/B/C.

ODALS



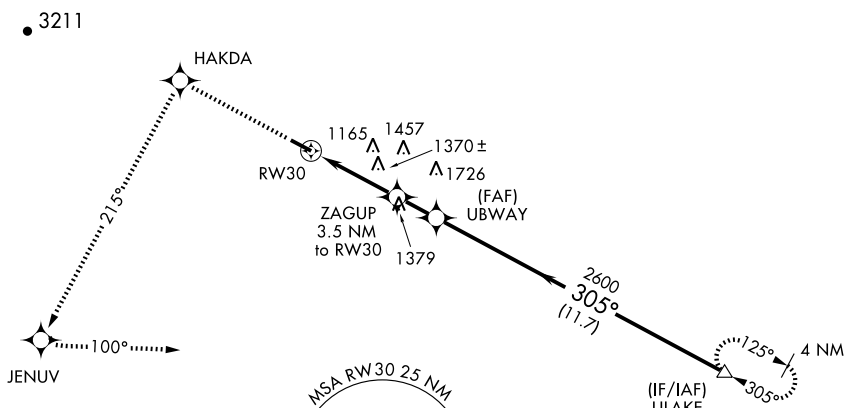
MISSED APPROACH: Climb to 3200 direct HAKDA and left turn on track 215° to JENUV and left turn on track 100° to ULAKE and Hold.

AWOS-3
118.45

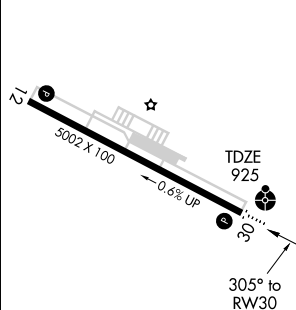
GREENSBORO APP CON
124.35 269.225

CLNC DEL
124.85

UNICOM
122.7 (CTAF) 0



ELEV 941



	3200	HAKDA	JENUV	ULAKE	Procedure Turn NA
	↑	✧	tr 215°	tr 100°	△
* LNAV only.					
			ZAGUP 3.5 NM to RW 30	UBWAY 2600	
			* 2.2 NM to RW30		
				2060*	
				2600	
				305°	
				3000	
					GS 3.00° TCH 40
CATEGORY	A	B	C	D	
LPV DA	1175-1 250 (300-1)				
LNAV/VNAV DA	1815-4 890 (900-4)				
LNAV MDA	1640- $\frac{3}{4}$	715 (700- $\frac{3}{4}$)	1640-2 715 (700-2)	1640-2 $\frac{1}{4}$ 715 (700-2 $\frac{1}{4}$)	
CIRCLING	1640-1	699 (700-1)	1640-2 699 (700-2)	1640-2 $\frac{1}{4}$ 699 (700-2 $\frac{1}{4}$)	

REIL Rwy 12 and 30 **0**
MIRL Rwy 12-30 **0**

MARTINSVILLE

BLUE RIDGE

(MTV) 8 SW UTC-5(-4DT) N36°37.85' W80°01.10'
 941 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 NOTAM FILE MTV
 RWY 12-30: H5002X100 (ASPH-GRVD) S-30, D-60 MIRL 0.6% up NW

RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 30: REIL. ODALS. PAPI (P4L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended 1300-2300Z±. Deer on and invof arpt.

ACTIVATE MIRL Rwy 12-30, PAPI Rws 12 and 30, REIL Rwy 12 and Rwy 30, and ODALS Rwy 30—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.45 (276) 957-3784. OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ GREENSBORO APP/DEP CON 124.35 CLNC DEL 124.85

RADIO AIDS TO NAVIGATION: NOTAM FILE GSO.

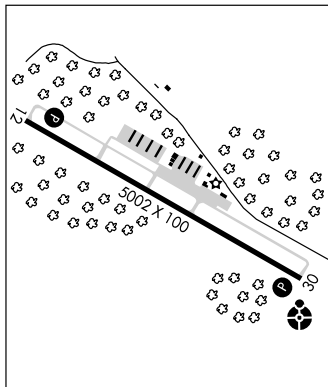
GREENSBORO (H) VORTAC 116.2 GSO Chan 109 N36°02.74'

W79°58.58' 360° 35.1 NM to fld. 879/03W. HIWAS.

BALES NDB (MHW/LOM) 396 UV N36°35.39' W79°55.04' 304°
 5.5 NM to fld. NOTAM FILE MTV. Unmonitored when arpt
 unattended.

ILS/DME 111.3 I-UVM Chan 50 Rwy 30. LOC only.

LOM BALES NDB. LOC/DME unmonitored when arpt unattended.



MC LAUGHLIN SPB

(See CHESTER)

MECKLENBURG-BRUNSWICK RGNL

(See SOUTH HILL)

MELFA

ACCOMACK CO (MFV) 1 W UTC-5(-4DT) N37°38.81' W75°45.66'

47 B FUEL 100LL JET A+ TPA—See Remarks NOTAM FILE MFV

RWY 03-21: H5000X100 (ASPH) S-26 MIRL

RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended May-Oct 1300-0100Z±, Nov-Apr

1300-2300Z±. Self serve fuel (100LL and JET A+) avbl 24 hrs.

Deer on and invof arpt. TPA—897(850) light acft, 1547(1500)
 heavy acft. Trees parallel rwy +370' east and west of centerline
 (50 to 90'). MIRL Rwy 03-21 preset low ints, increase ints and
 ACTIVATE REIL Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.175 (757) 787-5660.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ PATUXENT APP/DEP CON 127.95

GCO 135.075 (NORFOLK CLNC)

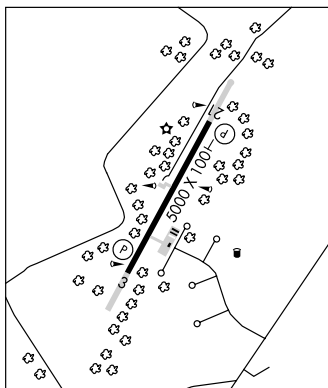
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

CAPE CHARLES (L) VORTAC 112.2 CCV Chan 59 N37°20.85'

W75°59.86' 042° 21.2 NM to fld. 10/10W.

NDB (MHW) 336 BDB N37°34.22' W75°47.90' 032° 4.9 NM
 to fld.

ILS 110.15 I-MFV Rwy 03. LOC only.



WASHINGTON

H-101, 121, L-361

IAP

MIDDLE PENINSULA RGNL

(See WEST POINT)

LOC I-MFV 110.15	APP CRS 034°	Rwy ldg TDZE Apt Elev	5000 47
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LOC RWY 3

MELFA / ACCOMACK COUNTY (MFV)



MISSED APPROACH: Climbing right
turn to 2000 direct BDB NDB and hold.

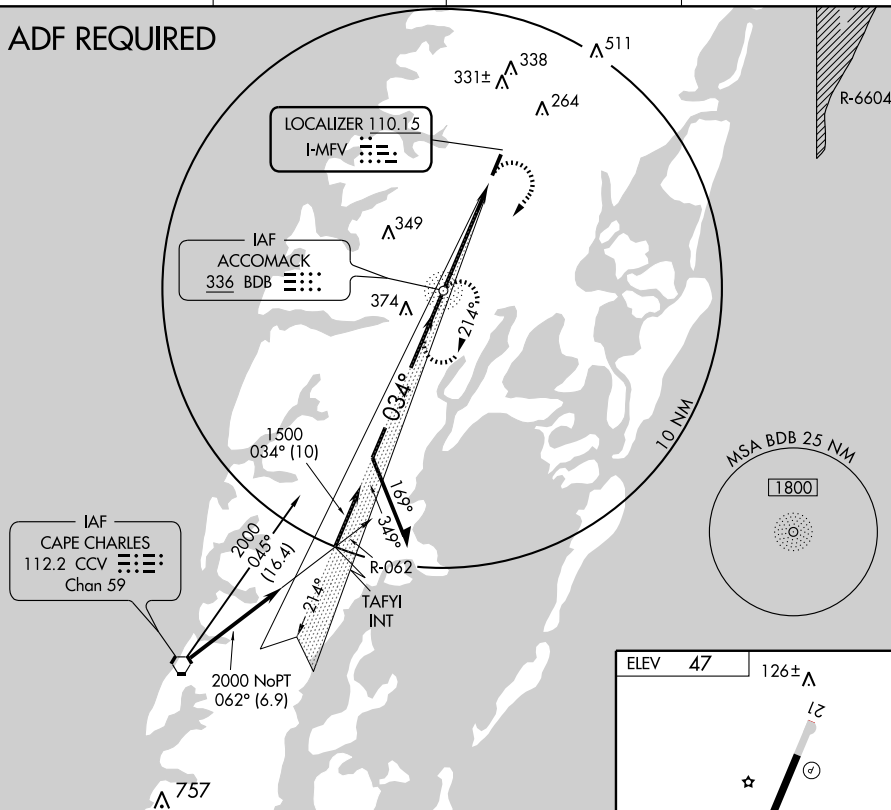
AWOS-3
118.175

PATUXENT APP CON
127.95 314.0

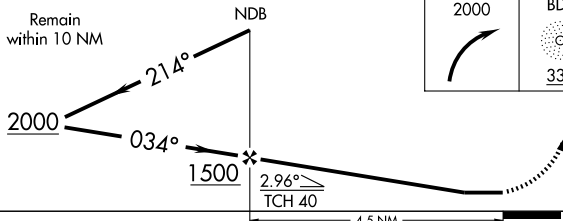
GCO
135.075

UNICOM
122.8 (CTAF) **0**

ADF REQUIRED



Remain
within 10 NM



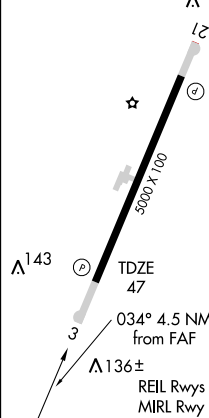
2000

BDB

336

ELEV 47

126±



CATEGORY	A	B	C	D
S-LOC 3	400-1 353 (400-1)			
CIRCLING	480-1 433 (500-1)	560-1 513 (600-1)	560-1½ 513 (600-1½)	620-2 573 (600-2)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

WAAS CH 42905 W03A	APP CRS 034°	Rwy Idg 5000 TDZE 47 Apt Elev 47
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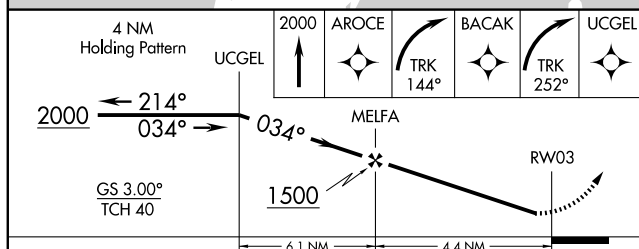
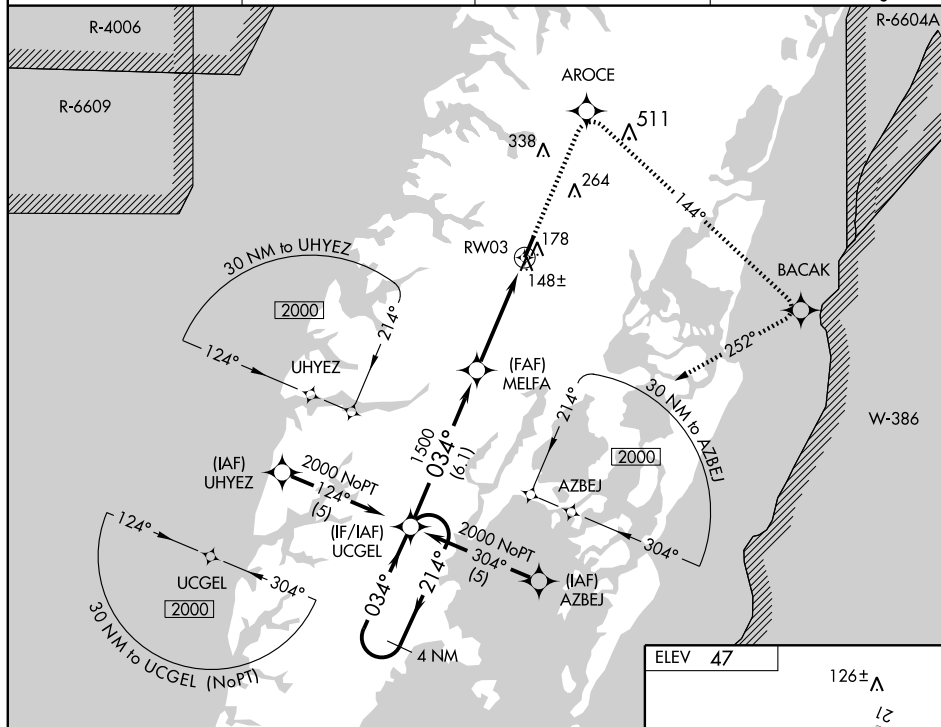
RNAV (GPS) RWY 3

MELFA / ACCOMACK COUNTY (MFV)

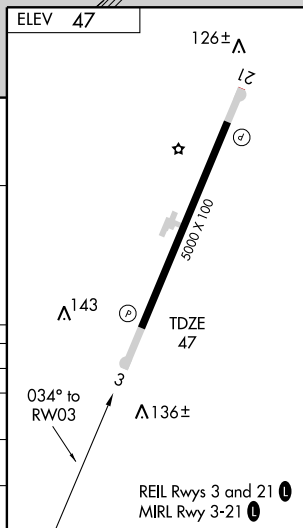
- T** If local altimeter setting not received, use Wallops Island altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Wallops Island altimeter setting.
- A** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000
direct AROCE and right turn via 144°
track to BACAK and right turn via
252° track to UCGEL and hold.

AWOS-3 118.175	PATUXENT APP CON 127.95 314.0	GCO 135.075	UNICOM 122.8 (CTAF) L
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CATEGORY	A	B	C	D
LPV DA	346-1 299 (300-1)			
LNAV/ VNAV	408-1¼ 361 (400-1¼)			
LNAV MDA	440-1 393 (400-1)			440-1¼ 393 (400-1¼)
CIRCLING	480-1 433 (500-1)	560-1 513 (600-1)	560-1½ 513 (600-1½)	620-2 573 (600-2)



MELFA, VIRGINIA

Amdt 1 09239

MELFA / ACCOMACK COUNTY (MFV)

RNAV (GPS) RWY 3

37°39'N - 75°46'W

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010

WAAS CH 69505 W21A	APP CRS 214°	Rwy Idg TDZE Apt Elev	5000 47 47
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RNAV (GPS) RWY 21

MELFA / ACCOMACK COUNTY (MFV)

▼ If local altimeter setting not received, use Wallops Island altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Wallops Island altimeter setting.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

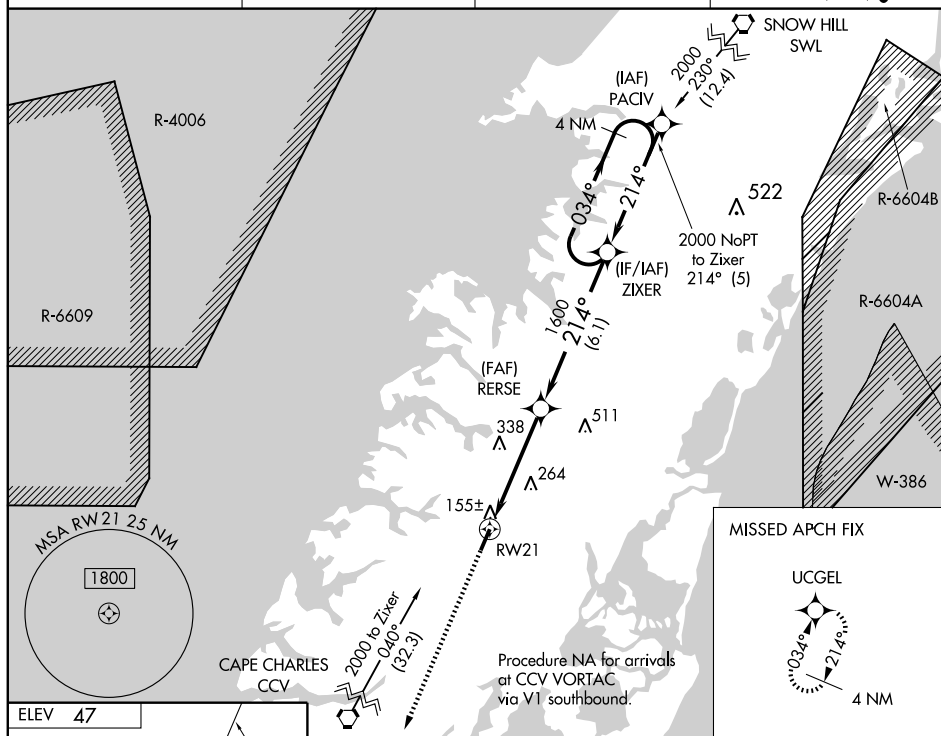
MISSED APPROACH:
Climb to 2000 direct UCGEL and hold.

AWOS-3
118.175

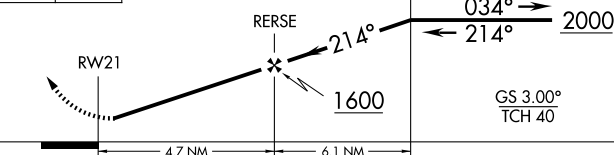
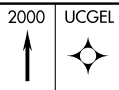
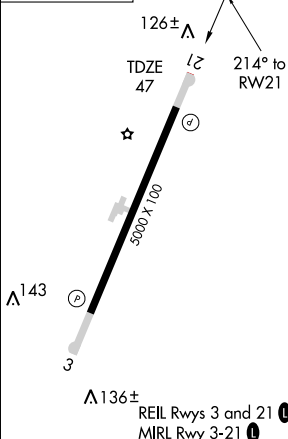
PATUXENT APP CON
127.95 314.0

GCO
135.075

UNICOM
122.8 (CTAF) 0



ELEV 47



CATEGORY	A	B	C	D
LPV DA	362-1	315 (400-1)		
LNAV/VNAV DA	545-1¾	498 (500-1¾)		
LNAV MDA	600-1	553 (600-1)	600-1½ 553 (600-1½)	600-1¾ 553 (600-1¾)
CIRCLING	600-1	553 (600-1)	600-1½ 553 (600-1½)	620-2 573 (600-2)

VORTAC CCV	APP CRS	Rwy Idg	5000
112.2	042°	TDZE	47
Chan 59		Apt Elev	47

VOR/DME RWY 3

MELFA / ACCOMACK COUNTY (MFV)



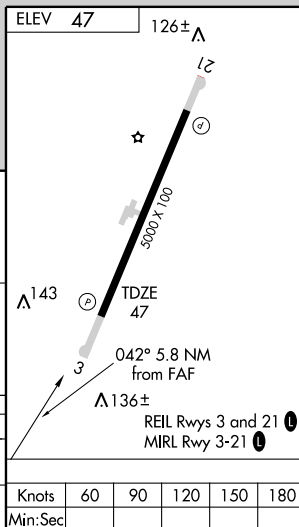
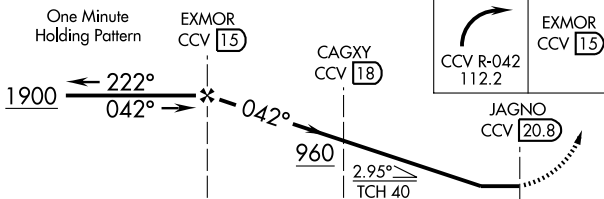
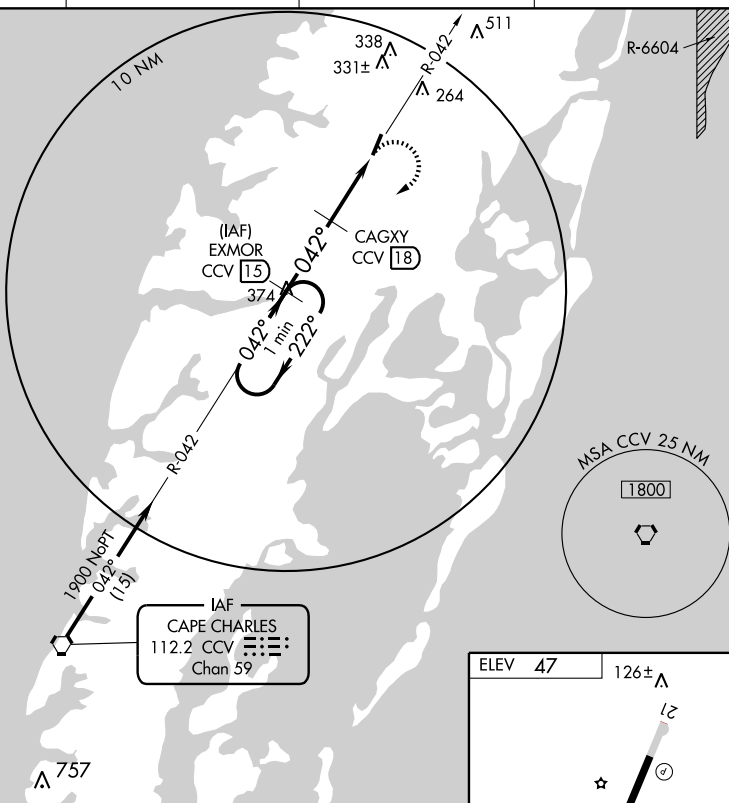
MISSED APPROACH: Climbing right turn to 1900 via CCV
VORTAC R-042 to EXMOR/CCV 15 DME and hold.

AWOS-3
118.175

PATUXENT APP CON
127.95 314.0

GCO
135.075

UNICOM
122.8 (CTAF) 0



MONETA

SMITH MOUNTAIN LAKE (W91) 4 SE UTC-5(-4DT) N37°06.46' W79°35.55'

CINCINNATI

892 B S4 FUEL 100LL NOTAM FILE DCA

L-26J

RWY 05-23: H3058X50 (ASPH) MIRL 1.2% up NE

IAP

RWY 05: Thld dsplcd 250'. Tree.

RWY 23: REIL. Tree.

AIRPORT REMARKS: Attended dalgth hours. Parachute Jumping. Deer on and invof arpt. Rwy 23 REIL out of svc indefinitely. Rwy 05-23 MIRL OTS indef.

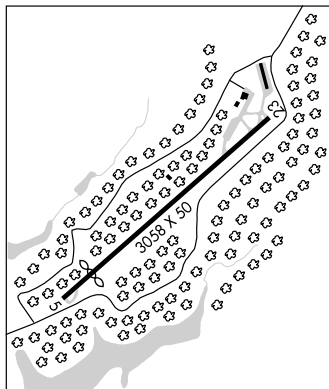
COMMUNICATIONS: CTAF/UNICOM 122.8

ROANOKE APP/DEP CON 135.0

RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.

LYNCHBURG (L) VORTAC 109.2 LYH Chan 29 N37°15.28'

W79°14.19' 248° 19.2 NM to fld. 880/05W. HIWAS.



MONTEBELLO N37°54.03' W79°06.41' NOTAM FILE DCA.

CINCINNATI

(L) VOR/DME 115.3 MOL Chan 100 030° 24.0 NM to Shenandoah Valley Rgnl.

H-10H, 12H, L-26J

3460/05W.

VOR portion unusable: 205°-220° byd 10 NM blo 6000'.

DME portion unusable:

061°-088° byd 35 NM blo 6000'

114°-120° byd 28 NM blo 6500'

154°-220° byd 28 NM blo 8000'

330°-335° byd 30 NM blo 6000'

335°-001° byd 30 NM blo 7000'

RCO 122.1R 115.3T (LEESBURG RADIO)

MOUNTAIN EMPIRE (See MARION/WYTHEVILLE)

NAILR N38°27.26' W77°54.32' NOTAM FILE DCA.

WASHINGTON

NDB (MHW) 351 MSQ 037°4.8 NM to Culpeper Rgnl.

L-29E, 34E, 36I, A

NEW KENT CO (See QUINTON)

NEW LONDON (See FOREST)

NEW MARKET (8W2) 2 W UTC-5(-4DT) N38°39.34' W78°42.48'

WASHINGTON

975 B S2 FUEL 100LL TPA-1800(825) NOTAM FILE DCA

L-22G

RWY 06-24: H2920X60 (ASPH) LIRL (NSTD)

RWY 06: Trees. Rgt tfc.

RWY 24: Thld dsplcd 900'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2130Z. Unattended Thanksgiving, Christmas and New Years day. Fuel 24 hr credit card svc. Hot air balloons weekends early morning and late afternoon. Deer and birds on and invof rwy. Small holes adjacent to turn around area AER 24. Numerous cracks in rwy, conventional-gear acft be alert. Balloon repair station. Rwy 06-24 10' trees along fenceline parallel to rwy along south side. Rwy 06 lgtd thld relocated 100' and Rwy 24 lgtd thld relocated 930' for night ops, 2020' Rwy 06-24 lgts at ngt. Arpt lights opr dusk-0300Z. Rotating bcn ops dusk-0300Z. Rwy 06-24 NSTD LIRL thld lgts one fixture each side.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

LINDEN (L) VORTAC 114.3 LDN Chan 90 N38°51.26' W78°12.33' 249° 26.4 NM to fld. 2440/06W.

VORTAC LYH 109.2 Chan 29	APP CRS 247°	Rwy ldg 3058 TDZE 893 Apt Elev 893
--	------------------------	---

VOR/DME or GPS RWY 23

MONETA/SMITH MOUNTAIN LAKE (W91)

V Use Lynchburg altimeter setting; if not received, use Roanoke altimeter setting and increase all MDAs 60 feet. Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climb straight ahead to 2900 then left turn to VANJO 19 DME via LYH R-247 and hold.

ROANOKE APP CON
135.0 254.32

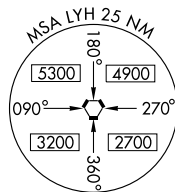
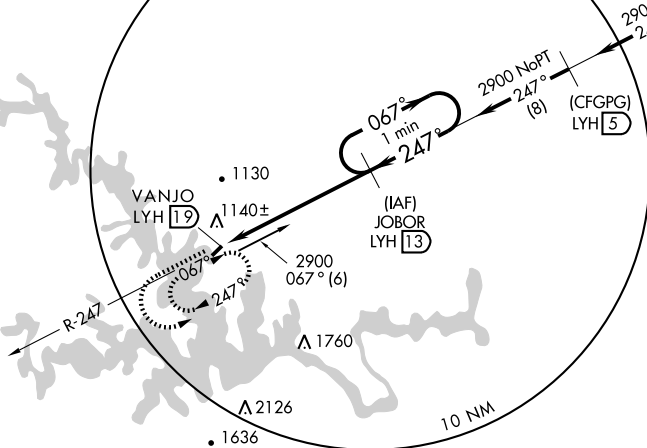
UNICOM
122.8 (CTAF)

△ 2612 ±

△ 3149

• 2610

IAF
LYNCHBURG
109.2 LYH **29**
Chan **29**



ELEV 893

Rwy 5 ldg 2808'

247° 6 NM
from FAF

TDZE
893

2900

LYH R-247
109.2

VANJO
LYH **19**

JOBOR
LYH **13**

One Minute
Holding Pattern

MIRL Rwy 5-23
REIL Rwy 23

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-23	1540-1	647 (700-1)	NA	
CIRCLING	1540-1	647 (700-1)	NA	

MONETA, VIRGINIA

Orig-A 08157

MONETA/SMITH MOUNTAIN LAKE (W91)

37°06'N - 79°36'W

VOR/DME or GPS RWY 23

AIRPORT DIAGRAM

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

AL-957 (FAA)

NEWPORT NEWS, VIRGINIA

ATIS
128.65
NEWPORT NEWS TOWER ★
118.7 257.9
GND CON
121.9 348.6
CLNC DEL
121.65 225.4

D

FIELD
ELEV
42

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

GENERAL AVIATION
TERMINAL
GENERAL AVIATION
PARKING

RWYS 02-20, 07-25
S-100, D-200, 2S-175, 2D-350

TWR
110

HOLD LINE
RWY 7

ELEV
36

76°30'W

ELEV
36

SOUTH
CORPORATE
RAMP

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

76°29'W

37°09'N

37°08'N

37°07'N

AIRPORT DIAGRAM

NEWPORT NEWS, VIRGINIA
NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

NEWPORT NEWS/WILLIAMSBURG INTL (PHF) 9 NW UTC-5(-4DT)

WASHINGTON

N37°07.91' W76°29.58'

H-101, 121, L-34E, 35D, 36H

42 B S4 **FUEL** 100LL, JET A OX 4 LRA Class I, ARFF Index B NOTAM FILE PHF

IAP, AD

Rwy 07-25: H8003X150 (CONC-GRVD) S-100, D-200, 2S-175,

2D-350 HIRL

Rwy 07: MALSR. Trees.

Rwy 25: REIL. VASI(V4L)—GA 3.0° TCH 55'. Trees.

Rwy 02-20: H6526X150 (CONC-GRVD) S-100, D-200, 2S-175,

2D-350 HIRL

Rwy 02: VASI(V4L)—GA 3.0° TCH 61'.

Rwy 20: REIL. VASI(V4L)—GA 3.0° TCH 42'. Road.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
Rwy 20	07-25	5200
Rwy 25	02-20	6550

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 02: TORA-6526	TODA-6526	ASDA-6526	LDA-6526
Rwy 07: TORA-8003	TODA-8003	ASDA-8003	LDA-8003
Rwy 20: TORA-6526	TODA-6526	ASDA-6526	LDA-6526
Rwy 25: TORA-8003	TODA-8003	ASDA-8003	LDA-8003

AIRPORT REMARKS: Attended continuously. Glider activity approximately 19 miles southwest of arpt, up to base of clouds. Birds and deer on and in/ovf arpt. PPR 45 minutes for unscheduled air carrier ops with more than 30 passenger seat call arpt manager 757-877-0221. Rwy 07-25 spalling, weeds, and pavement cracks. When twr clsd HIRL Rwy 02-20; VASI Rwy 02 and Rwy 20; REIL Rwy 20; HIRL Rwy 07-25 and twy lgts on continuously. Rwy 07 MALSR unmonitored. Ldg fee for acft over 12,500 lbs. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (757) 874-3682.

COMMUNICATIONS: CTAF 118.7 ATIS 128.65 UNICOM 122.95

RCO 122.65 122.2 (LEESBURG RADIO)

Ⓡ **NORFOLK APP CON** 125.7 Ⓡ **NORFOLK DEP CON** 124.9 **CLNC DEL** 124.9 (when twr clsd)

TOWER 118.7 (1100-0400Z±) **GND CON** 121.9 **CLNC DEL** 121.65 **PRE TAXI CLNC** 121.65

AIRSPACE: CLASS D svc effective 1100-0400Z± other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

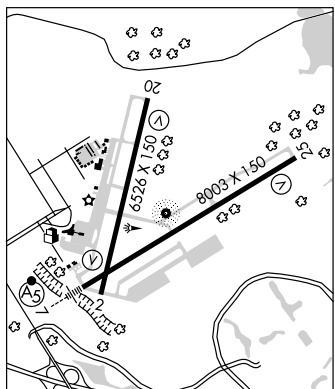
NORFOLK (H) VORTAC 116.9 ORF Chan 116 N36°53.51' W76°12.02' 323° 20.1 NM to fld. 20/07W.

HENRY NDB (MHW) 375 PJS N37°07.97' W76°29.59' at fld. NOTAM FILE DCA.

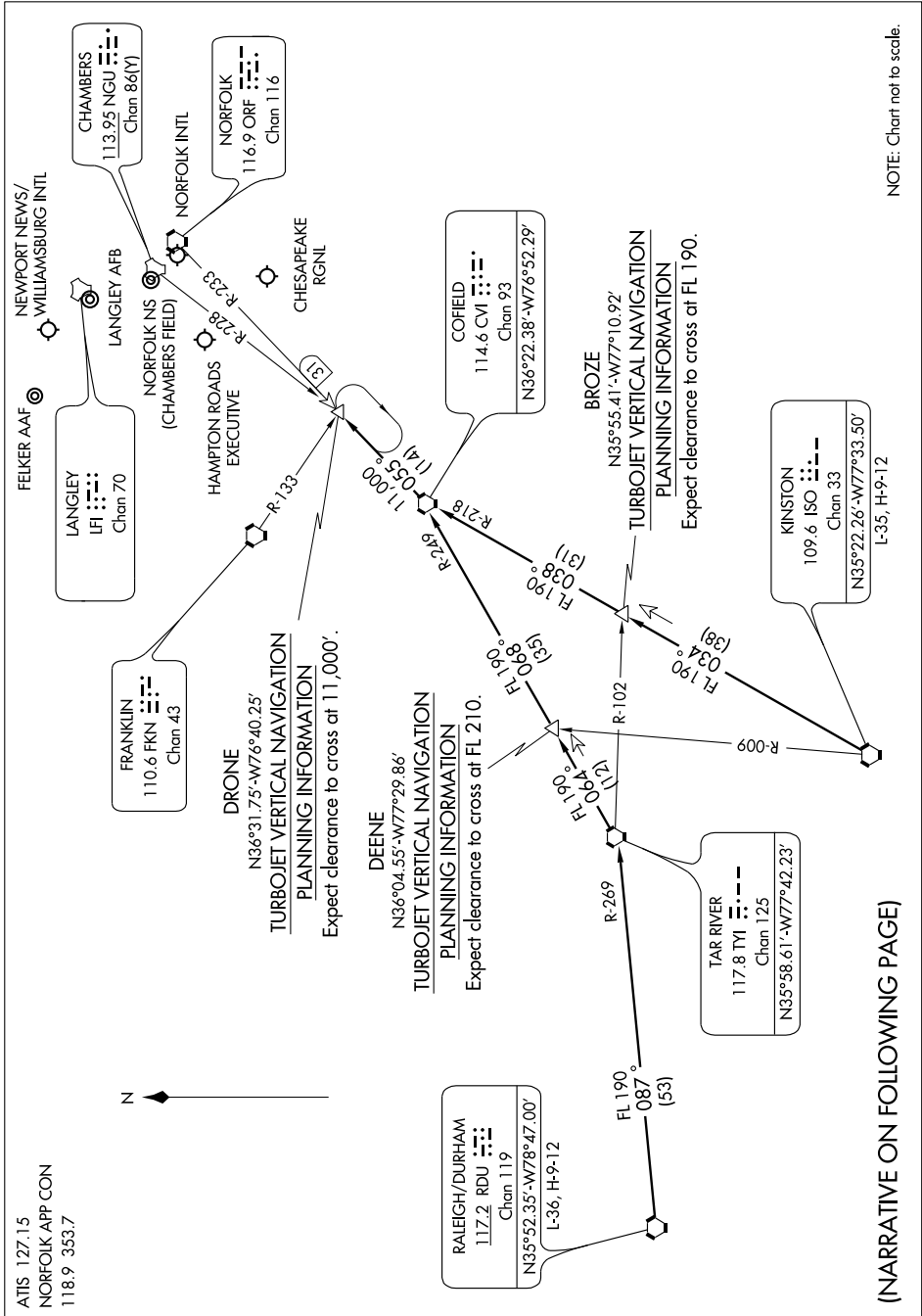
ILS/DME 110.1 I-PHF Chan 38 Rwy 07. Class IA. Unmonitored when tower closed.

ILS/DME 110.1 I-DHY Chan 38 Rwy 25. Class IE.

ILS/DME 109.3 I-FJQ Chan 30 Rwy 20. (LOC only)



NE-3, 23 SEP 2010 to 21 OCT 2010



ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1): From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

HENRY TWO DEPARTURE

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)
NEWPORT NEWS, VIRGINIA
SL-957 (FAA)

ATIS ★ 128.65
CLINC DEL
121.65 225.4
GND CON
121.9 348.6
NEWPORT NEWS TOWER ★
118.7 257.9
NORFOLK DEP CON
124.9

SAUSBURY
111.2 SBY
Chan 49
N38°20.70'-W75°30.64'
L-34-36, H-10-12

SNOW HILL
112.4 SWL
Chan 71
N38°03.40'-W75°27.84'
L-36, H-10-12

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71'-W77°49.69'
L-36, H-10-12

HARCUM
108.8 HCM
Chan 25
N37°26.92'-W76°42.68'
L-34-36, H-10-12

JAMIE
N37°36.34'
W75°57.81'
L-36

HOPEWELL
112.0 HPW
Chan 57
N37°19.73'-W77°06.96'
L-34-36, H-10-12

CAPE CHARLES
112.2 CCV
Chan 59
N37°20.85'-W75°59.86'
L-35-36, H-10-12

FRANKLIN
110.6 FKN
Chan 43
N36°42.85'-W77°00.74'
L-35-36, H-10-12

WAKS
N37°03.03'
W77°04.13'
L-36, H-10-12

NORFOLK
116.9 ORF
Chan 116
N36°53.51'-W76°12.02'
L-35-36, H-10-12

TAKE-OFF OBSTACLES

- Rwy 2: Bush, 295' from DER, 291' right of centerline, 22' AGL/62' MSL.
Tree, 937' from DER, 603' left of centerline, 81' AGL/131' MSL.
Pole, 1221' from DER, 487' right of centerline, 31' AGL/81' MSL.
Tree, 1275' from DER, 517' left of centerline, 79' AGL/132' MSL.
Multiple Trees beginning 1554' from DER, 298' left of centerline,
up to 88' AGL/141' MSL.
Tree, 1686' from DER, 428' right of centerline, 61' AGL/114' MSL.
Tree, 1849' from DER, 598' right of centerline, 72' AGL/125' MSL.
T-L Tower, 3351' from DER, 1008' left of centerline, 109' AGL/161' MSL.
- Rwy 7: Tree, 371' from DER, 588' left of centerline, 36' AGL/73' MSL.
T-L Tower, 4120' from DER, 1324' right of centerline, 93' AGL/116' MSL.
T-L Tower, 5625' from DER, 1345' left of centerline, 133' AGL/191' MSL.
- Rwy 20: Bush, 96' from DER, 293' left of centerline, 22' AGL/52' MSL.
Stack, 5977' from DER, 598' left of centerline, 186' AGL/227' MSL.
- Rwy 25: Tree, 694' from DER, 549' right of centerline, 42' AGL/65' MSL.
Tree, 1020' from DER, 703' right of centerline, 23' AGL/97' MSL.
Tree, 1622' from DER, 529' left of centerline, 59' AGL/79' MSL.
Tree 2654' from DER, 335' right of centerline, 86' AGL/106' MSL.
Tree. 3435' from DER, 1125' right of centerline, 116' AGL/139' MSL.

TAKE-OFF MINIMUMS

Rwys 2, 7, 25: STANDARD
Rwy 20: 300-1¼ or
STANDARD with a minimum
climb of 255 feet per NM
to 300.

NOTE: RADAR required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climb heading 022° to 2000, thence . . .
TAKE-OFF RUNWAY 7: Climb heading 067° to 2000, thence . . .
TAKE-OFF RUNWAY 20: Climbing right turn to 2000 via heading 250°, thence . . .
TAKE-OFF RUNWAY 25: Climb heading 247° to 2000, thence . . .
. . . via vectors to assigned route/fix. Expect clearance to requested altitude 10 minutes
after departure.

LOC/DME I-PHF 110.1 Chan 38	APP CRS 067°	Rwy Idg 8003 TDZE 40 Apt Elev 43
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ILS or LOC RWY 7

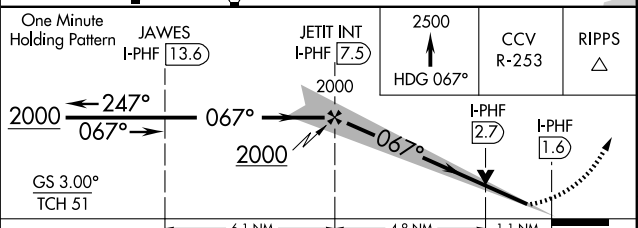
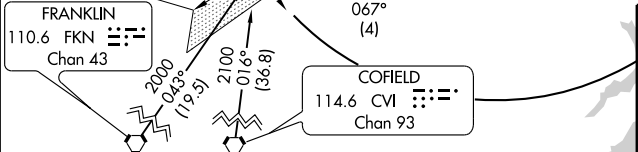
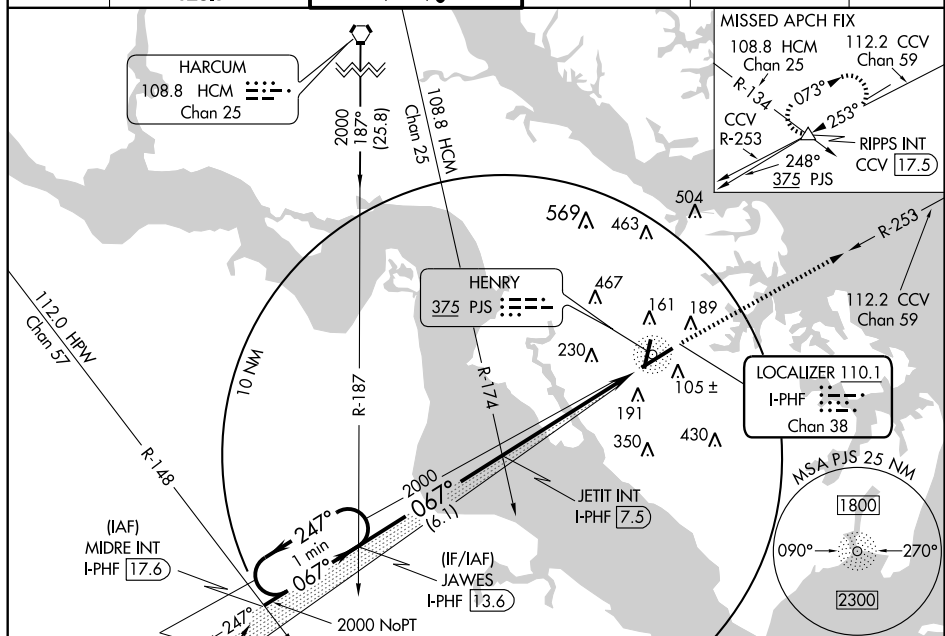
NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all DA/MDA 60 feet. Increase S-ILS 7 visibility $\frac{1}{4}$ mile all Cats, increase S-LOC 7 Cats C/D visibility $\frac{1}{4}$ mile. VDP NA when using Norfolk Intl altimeter setting.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

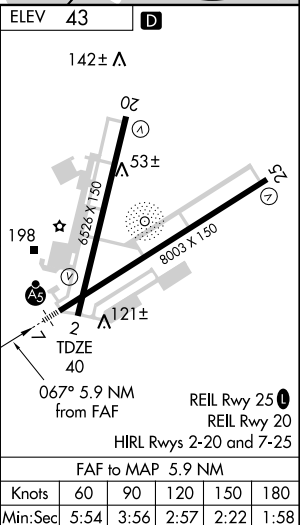


MISSED APPROACH: Climb to 2500 via heading 067° and CCV VORTAC R-253 to RIPPS INT/CCV 17.5 DME and hold.

ATIS 128.65	NORFOLK APP CON 125.7	NEWPORT NEWS TOWER ★ 118.7 (CTAF) 0 257.9	GND CON 121.9 348.6	CLNC DEL 121.65 225.4	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 7	* 240/24 200 (200- $\frac{1}{2}$)			
S-LOC 7	440/24 400 (400- $\frac{1}{2}$)			440/40 400 (400- $\frac{3}{4}$)
CIRCLING	540-1 497 (500-1)		540-1 $\frac{1}{2}$ 497 (500-1 $\frac{1}{2}$)	600-2 557 (600-2)



NEWPORT NEWS, VIRGINIA

Amdt 32 10266

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

37°08'N - 76°30'W

ILS or LOC RWY 7

NE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-DHY	APP CRS	Rwy Idg	8003
110.1	247°	TDZE	41
Chan 38		Apt Elev	43

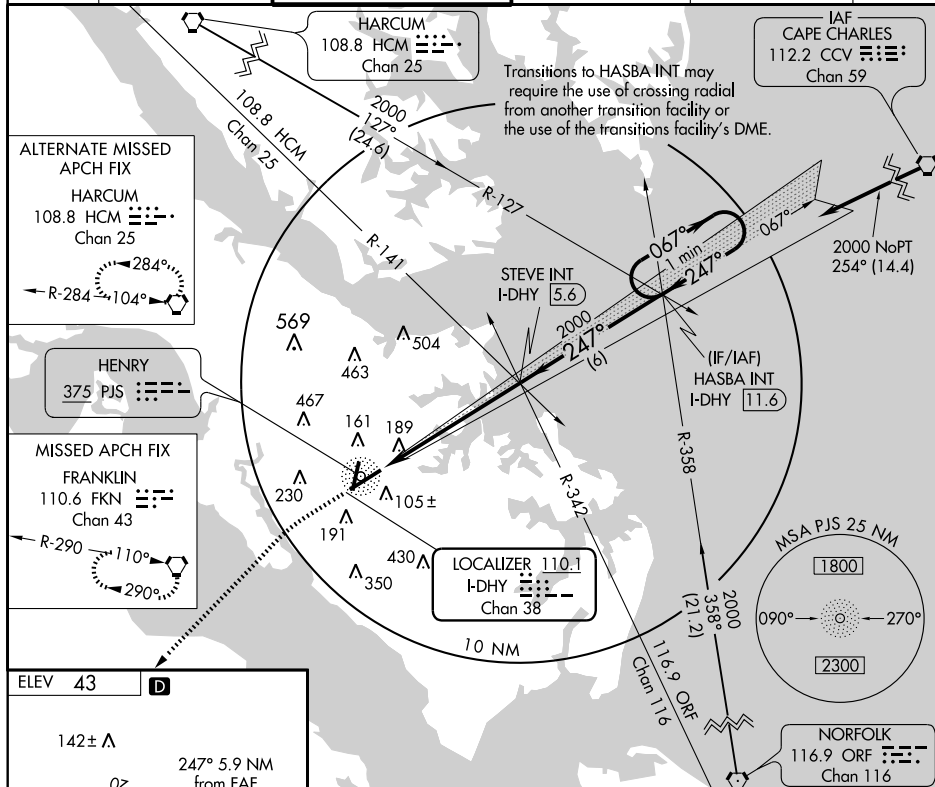
ILS or LOC RWY 25

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

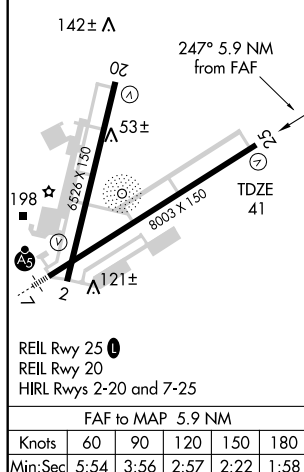


MISSED APPROACH: Climb to 2100, then
left turn direct FKN VORTAC and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) 0 257.9	121.9 348.6	121.65 225.4	122.95



ELEV 43



CATEGORY	A	B	C	D
S-ILS 25	241- ³ / ₄ 200 (200- ³ / ₄)			
S-LOC 25	440-1 399 (400-1)			440-1 ¹ / ₄ 399 (400-1 ¹ / ₄)
CIRCLING	540-1 497 (500-1)		540-1 ¹ / ₂ 497 (500-1 ¹ / ₂)	600-2 557 (600-2)

NEWPORT NEWS, VIRGINIA

Orig 10266

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

37°08'N - 76°30'W

ILS or LOC RWY 25

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
NEWPORT NEWS, VA			
NEWPORT NEWS/WILLIAMSBURG			
NTL (PHF)	20	07-25	5,200 feet
	25	02-20	6,550 feet
NORFOLK, VA			
NORFOLK INTL (ORF)	14	05-23	2,850 feet
	23	14-32	6,300 feet
WILMINGTON, DE			
NEW CASTLE (ILG)	01	09-27	4,050 feet
	14	01-19	4,450 feet
	19	14-32	5,750 feet
	32	09-27	3,600 feet

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

LOC/DME I-FJQ <u>109.3</u> Chan 30	APP CRS 202°	Rwy Idg 6526 TDZE 43 Apt Elev 43
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LOC/DME RWY 20
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

▼ If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction
▲ by helicopters NA. VDP NA when using Norfolk Intl altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 2100 via FKN VORTAC R-055 to FKN VORTAC and hold.

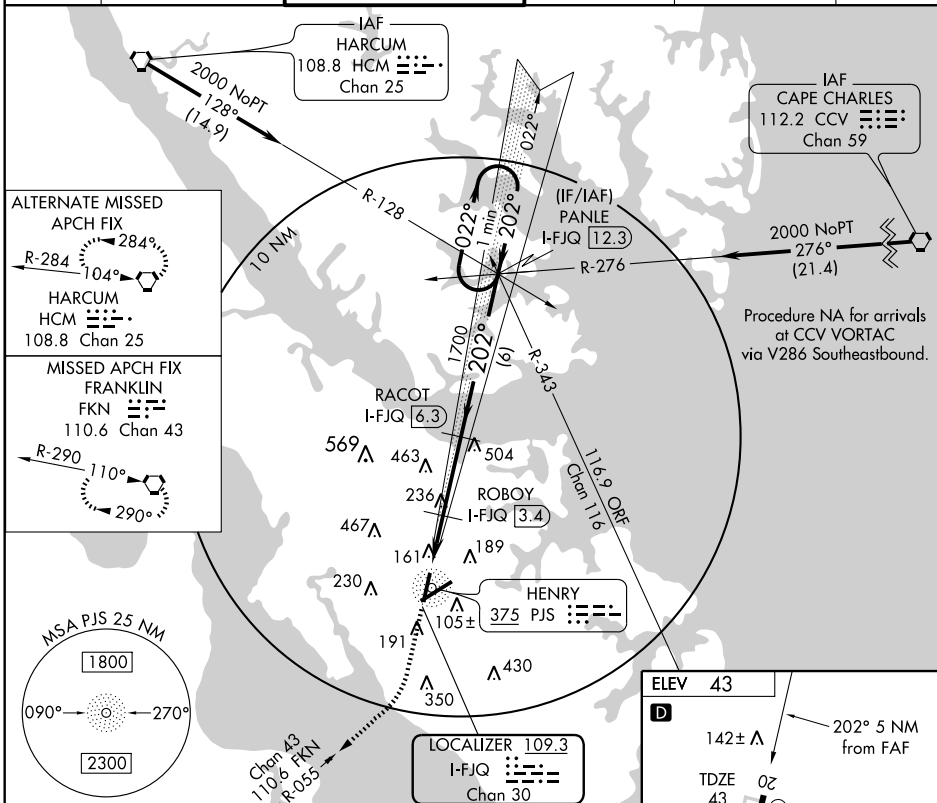
ATIS
128,65



NORFOLK APP CON
125.7

NEWPORT NEWS TOWER 1
118.7 (CTAF) **L** 257.9

GND CON
121.9 348.6

CLNC DEL
121.65 225.4

UNICOM
122.95

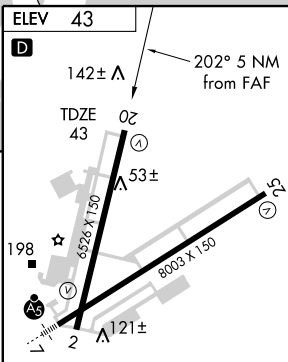
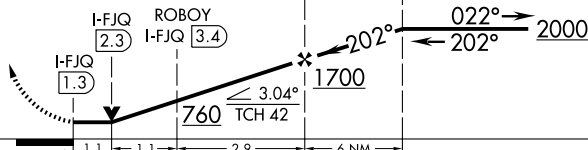
800 ↑	2100  FKN R-055	FKN 
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RACOT
I-FJQ 6.3

PANLE INT
I-FJQ 12.3

One Minute
Holding Pattern

One Minute Holding Pattern



CATEGORY	A	B	C	D
S-20	420-1 377 (400-1)			420-1¼ 377 (400-1¼)
CIRCLING	540-1 497 (500-1)		540-1½ 497 (500-1½)	600-2 557 (600-2)

REIL Rwy 25 **L**
REIL Rwy 20
HRL Rwy 2-20 and 7-25

NEWPORT NEWS, VIRGINIA
Orig 10266

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)
LOC/DME RWY 20

37°08'N - 76°30'W

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010

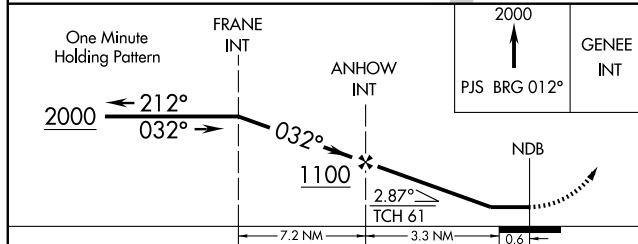
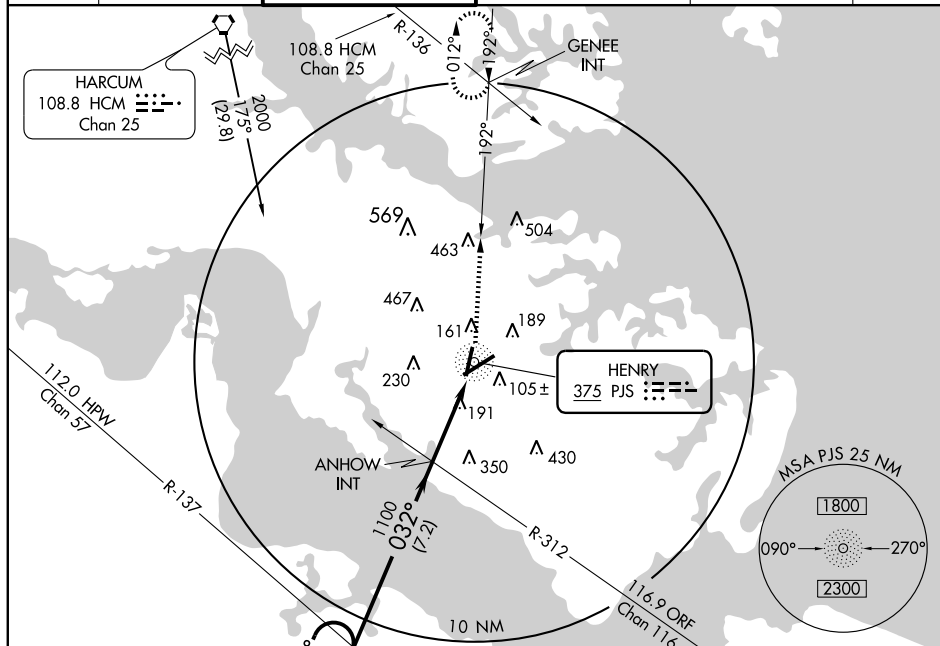
NDB RWY 2

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

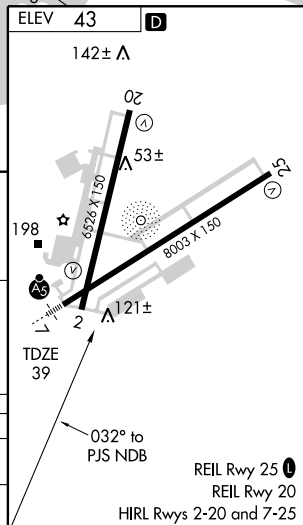
NDB	PJS	APP CRS	Rwy Idg	6526
<u>375</u>		<u>032°</u>	TDZE	39
			Apt Elev	43

MISSED APPROACH: Climb to 2000 via PJS
NDB bearing 012° to GENEE Int and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7(CTAF) 0 257.9	121.9 348.6	121.65 225.4	122.95



CATEGORY	A	B	C	D
S-2	700-1 661 (700-1)		700-1¾ 661 (700-1¾)	700-2 661 (700-2)
CIRCLING	700-1 657 (700-1)		700-1¾ 657 (700-1¾)	700-2 657 (700-2)



NDB PJS 375	APP CRS 192°	Rwy Idg TDZE Apt Elev	6526 43 43
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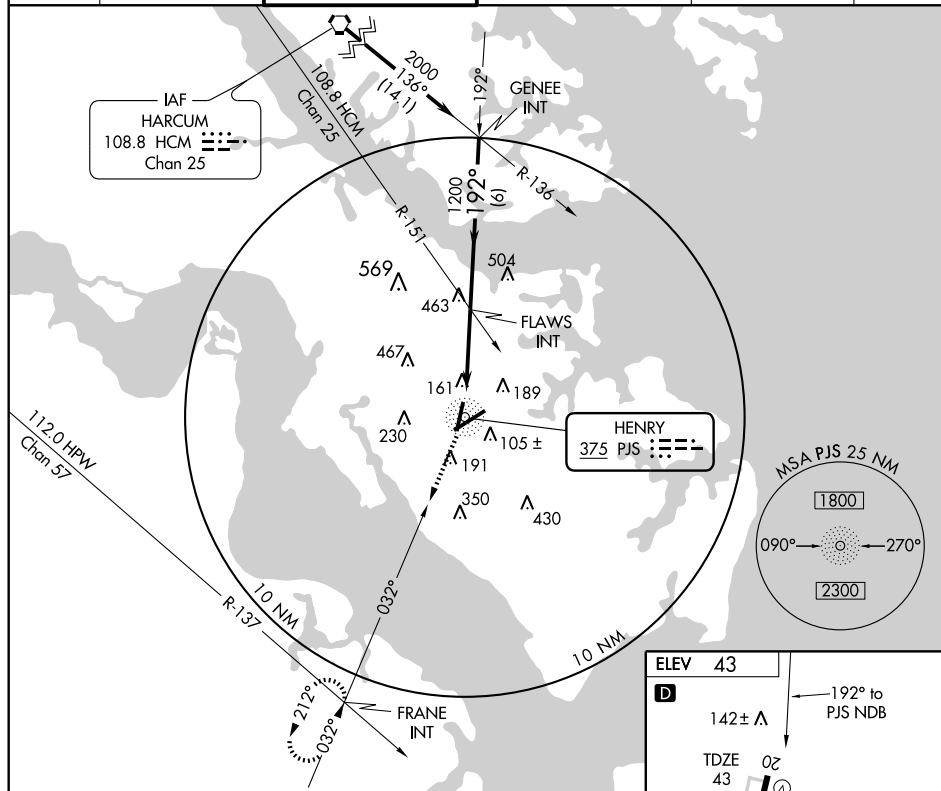
NDB RWY 20

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)



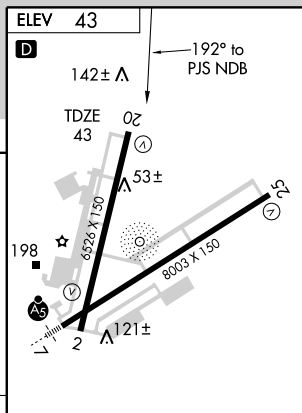
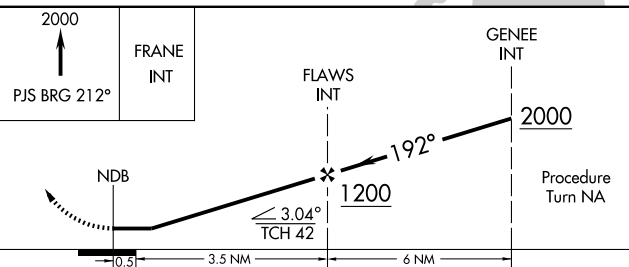
MISSED APPROACH: Climb to 2000 via PJS
NDB bearing 212° to FRANE INT and hold.

ATIS 128.65	NORFOLK APP CON 125.7	NEWPORT NEWS TOWER★ 118.7(CTAF) 0 257.9	GND CON 121.9 348.6	CLNC DEL 121.65 225.4	UNICOM 122.95
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NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010



CATEGORY	A	B	C	D
S-20	860-1 817 (900-1)	860-1¼ 817 (900-1¼)	860-2½ 817 (900-2½)	860-2¾ 817 (900-2¾)
CIRCLING	860-1 817 (900-1)	860-1¼ 817 (900-1¼)	860-2½ 817 (900-2½)	860-2¾ 817 (900-2¾)

REIL Rwy 25 0

REIL Rwy 20

HIRL Rwy 2-20 and 7-25

NEWPORT NEWS, VIRGINIA

Amdt 4 10266

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

37°08'N - 76°30'W

NDB RWY 20

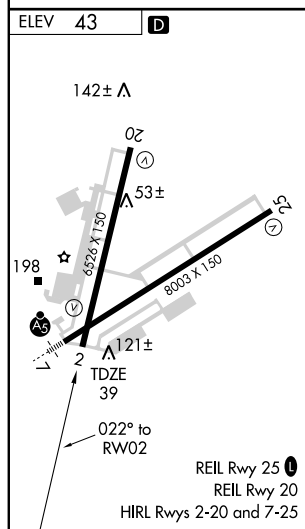
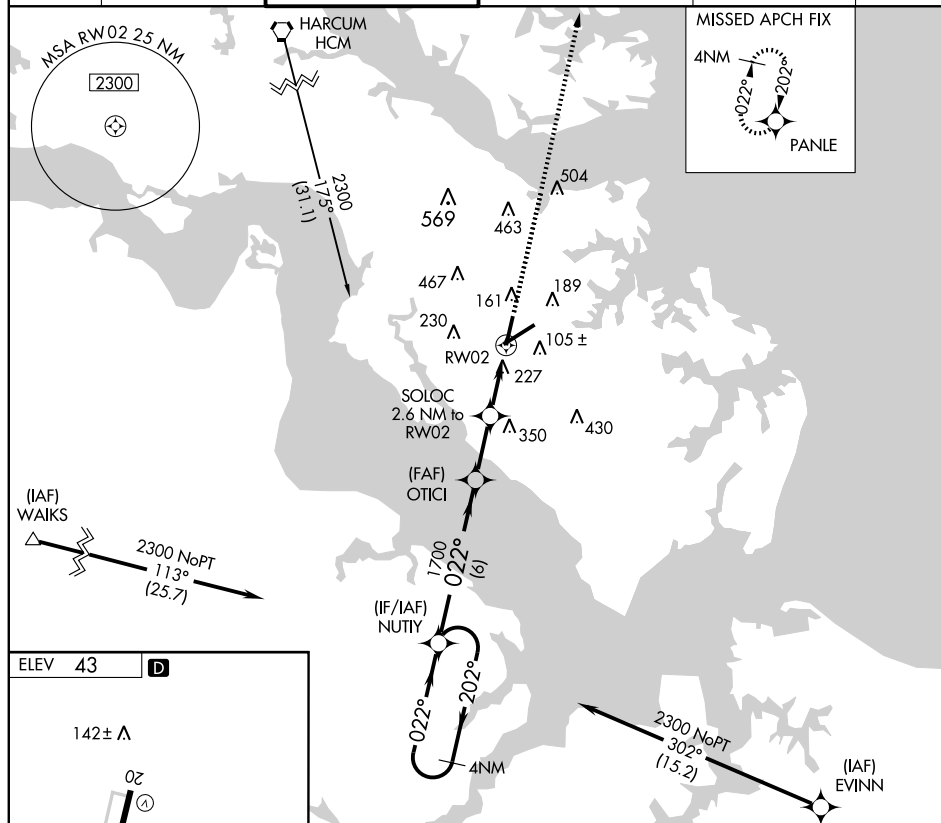
APP CRS	Rwy Idg	6526
022°	TDZE	39
	Apt Elev	43

RNAV (GPS) RWY 2

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

▽ ▲ NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2000 direct PANLE WP and hold.
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ATIS 128.65	NORFOLK APP CON 125.7	NEWPORT NEWS TOWER★ 118.7 (CTAF) 0 257.9	GND CON 121.9 348.6	CLNC DEL 121.65 225.4	UNICOM 122.95
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4 NM Holding Pattern	NUTTY	OTICI	SOLOC 2.6 NM to RW02	2000	PANLE
2300	202°	022°	1700	1.2 NM to RW02	
			3.05° TCH 61	940	
	6 NM	2.4 NM	1.4	1.2	
CATEGORY	A	B	C	D	
LNAV MDA	480-1	441 (500-1)	480-1¼ 441 (500-1¼)	480-1½ 441 (500-1½)	
CIRCLING	540-1	497 (500-1)	540-1½ 497 (500-1½)	600-2 557 (600-2)	

WAAS CH 45607 W07A	APP CRS 067°	Rwy Idg 8003 TDZE 40 Apt Elev 43
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RNAV (GPS) RWY 7

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

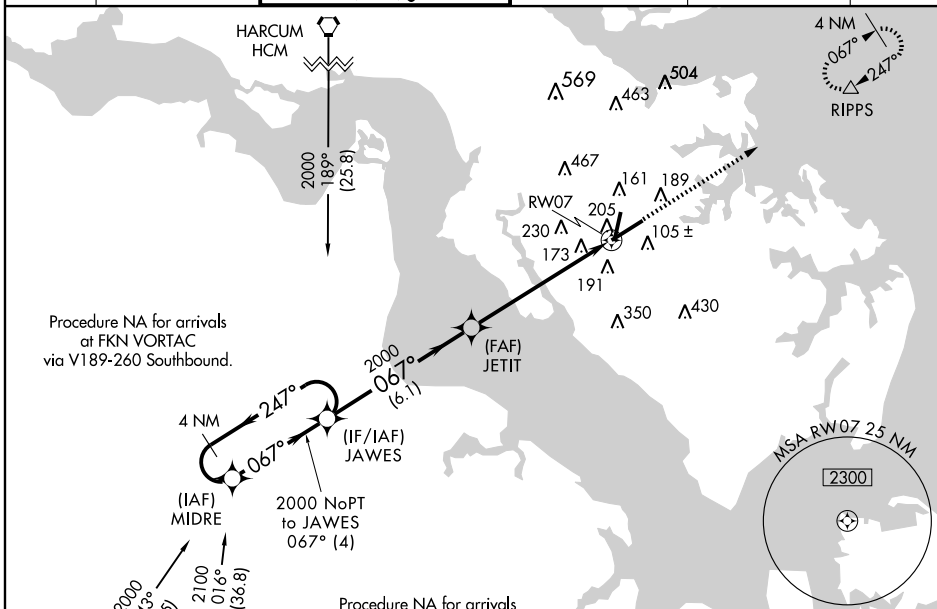
When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all DA 49 feet and all MDA 60 feet. Increase visibility LPV all Cats to RVR 4000, increase visibility LNAV/VNAV all Cats to RVR 6000. VDP and Baro-VNAV NA when using Norfolk Intl altimeter setting. For inoperative MALSR when using Norfolk Intl altimeter setting: increase LPV all Cats visibility RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. DME/DME RNP-0.3 NA.

MALS



MISSED APPROACH:
Climb to 2500 direct
RIPPS and hold.

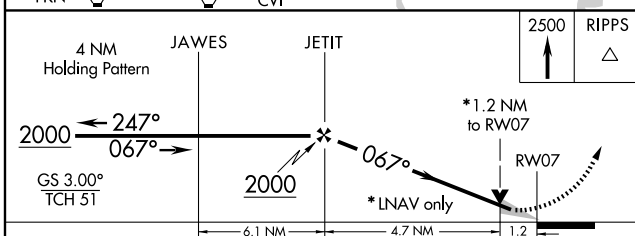
ATIS 128.65	NORFOLK APP CON 125.7	NEWPORT NEWS TOWER★ 118.7(CTAF) 0 257.9	GND CON 121.9 348.6	CLNC DEL 121.65 225.4	UNICOM 122.95
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FRANKLIN
FKN

FIELD
CVI

Procedure NA for arrivals
at CVI VORTAC
via V1 Southwest bound.



CATEGORY	A	B	C	D
LPV DA		354/24	314 (400-½)	
RNAV DA		474/50	434 (500-1)	
RNAV MDA	460/24	420 (500-½)	460/40 420 (500-¾)	460/50 420 (500-1)
CIRCLING	540-1	497 (500-1)	540-1½ 497 (500-1½)	600-2 557 (600-2)

ELEV 43

142± Δ

02

53±

198

☆

8526 X 150

8003 X 150

2

121±

20

TDZE 40

067° to RW07

REIL Rwy 25

REIL Rwy 20

HIRL Rwy 2-20 and 7-25

D

NEWPORT NEWS, VIRGINIA

Amdt 2 10266

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

37°08'N - 76°30'W

RNAV (GPS) RWY 7

NE-3, 23 SEP 2010 to 21 OCT 2010

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NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

MISSED APPROACH:
Climb to 2300 direct
NUTTY and hold.

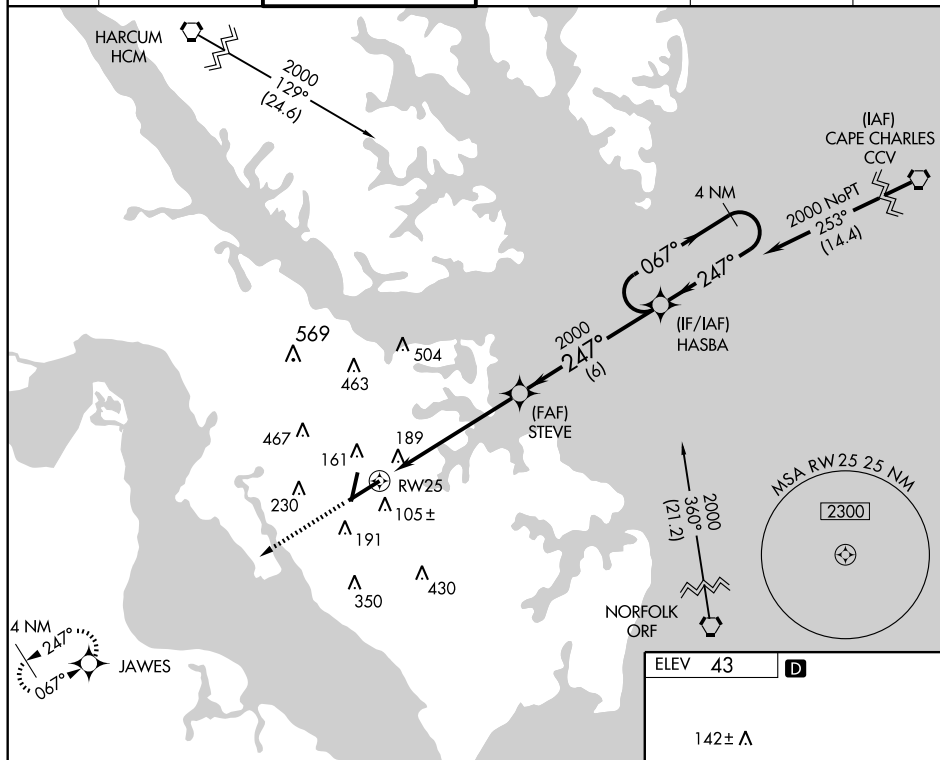
UNICOM
122.95

WAAS CH 45510 W25A	APP CRS 247°	Rwy Idg TDZE Apt Elev	8003 41 43
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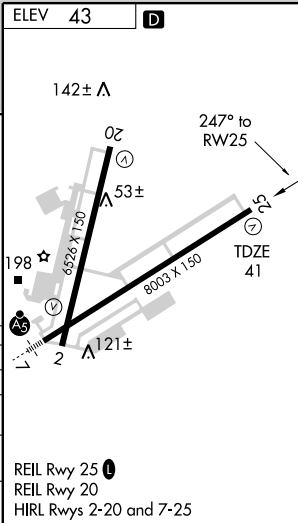
RNAV (GPS) RWY 25

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

<div><div></div><div>DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).</div></div>			MISSED APPROACH: Climb to 2000 direct JAWES and hold.		
ATIS 128.65	NORFOLK APP CON 125.7	NEWPORT NEWS TOWER★ 118.7(CTAF) 257.9	GND CON 121.9 348.6	CLNC DEL 121.65 225.4	UNICOM 122.95



2000 JAWES 		STEVE 		HASBA 		4 NM Holding Pattern
*1.2 NM to RW25 		*1.2 NM to RW25 		*1.2 NM to RW25 		067° → 2000 ← 247° 2000 GS 3.00° TCH 55
CATEGORY A		CATEGORY B		CATEGORY C		CATEGORY D
LPV DA		420-1 1/4		379 (400-1 1/4)		
LNAV/VNAV DA		480-1 1/2		439 (500-1 1/2)		
LNAV MDA		460-1 419 (500-1)		460-1 1/4 419 (500-1 1/4)		
CIRCLING		540-1 1/2 497 (500-1 1/2)		600-2 557 (600-2)		



NORFOLK

CHESAPEAKE RGNL (CPK) 12 S UTC-5(-4DT) N36°39.94' W76°19.24'

19 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE CPK

RWY 05-23: H5500X100 (ASPH-GRVD) S-30 HIRL

RWY 05: MALSR. PAPI(P4L)—GA 3.0° TCH 42'. Tree.

RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 42'. Tree. Rgt tfc.

AIRPORT REMARKS: Attended 1300-0100Z†. For fuel after hrs call in advance 757-421-9000. Self-svc avbl. Deer and geese on and in/ov rwy. Small trees along east side of rwy approximately 400' to 500' off rwy centerline. Noise abatement procedures in effect; ctc arpt manager 757-432-8110. TPA 1019(1000), turbine/large acft 1519(1500). ACTIVATE HIRL Rwy 05-23, MALSR Rwy 05 and REIL Rwy 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 123.675 (757) 421-0252.

COMMUNICATIONS: CTAF 123.05 **UNICOM** 123.075

Ⓡ **NORFOLK APP/DEP CON** 118.9 **GC0** 135.075 (NORFOLK CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

NORFOLK (H) VORTAC 116.9 ORF Chan 116 N36°53.51'

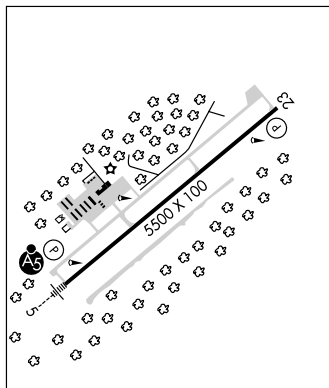
W76°12.02' 210° 14.8 NM to fld. 20/07W.

CHES1 NDB (MHW-LOM) 233 EY N36°35.99' W76°22.91' 046°

4.9 NM to fld.

ILS/DME 111.7 I-EYK Chan 54 Rwy 05. Class IB. LOM

CHES1 NDB. LOM unusable byd 15 NM.



HAMPTON ROADS EXECUTIVE (PVG) 7 SW UTC-5(-4DT) N36°46.81' W76°26.93'

23 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE DCA

RWY 10-28: H4056X70 (ASPH) S-12.5 MIRL

RWY 10: Hill. Rgt tfc, fixed wing acft.

RWY 28: Thld dspcd 200'. Trees.

RWY 02-20: H3524X70 (ASPH) S-12.5 MIRL

RWY 02: Thld dspcd 898'. Road.

RWY 20: Thld dspcd 928'. Trees. Rgt tfc, fixed wing acft.

AIRPORT REMARKS: Attended Apr-Oct 1300-0100Z†, Nov-Mar 1300-2300Z†. Extensive helicopter training. Deer on and in/ov arpt. 1049 ft MSL towers 1.5 NM NW of field. Rwy 10-28 preferred use rwy. Multiple +1000' AGL towers 1.5 NM northwest of afd. TPA-700(677) for helicopters. ACTIVATE MIRL Rwy 02-20 and Rwy 10-28—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.375 (757) 465-2175.

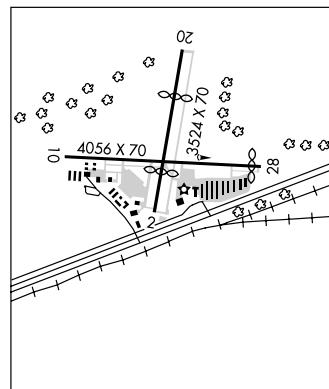
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **NORFOLK APP/DEP CON** 118.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

NORFOLK (H) VORTAC 116.9 ORF Chan 116 N36°53.51'

W76°12.02' 248° 13.7 NM to fld. 20/07W.

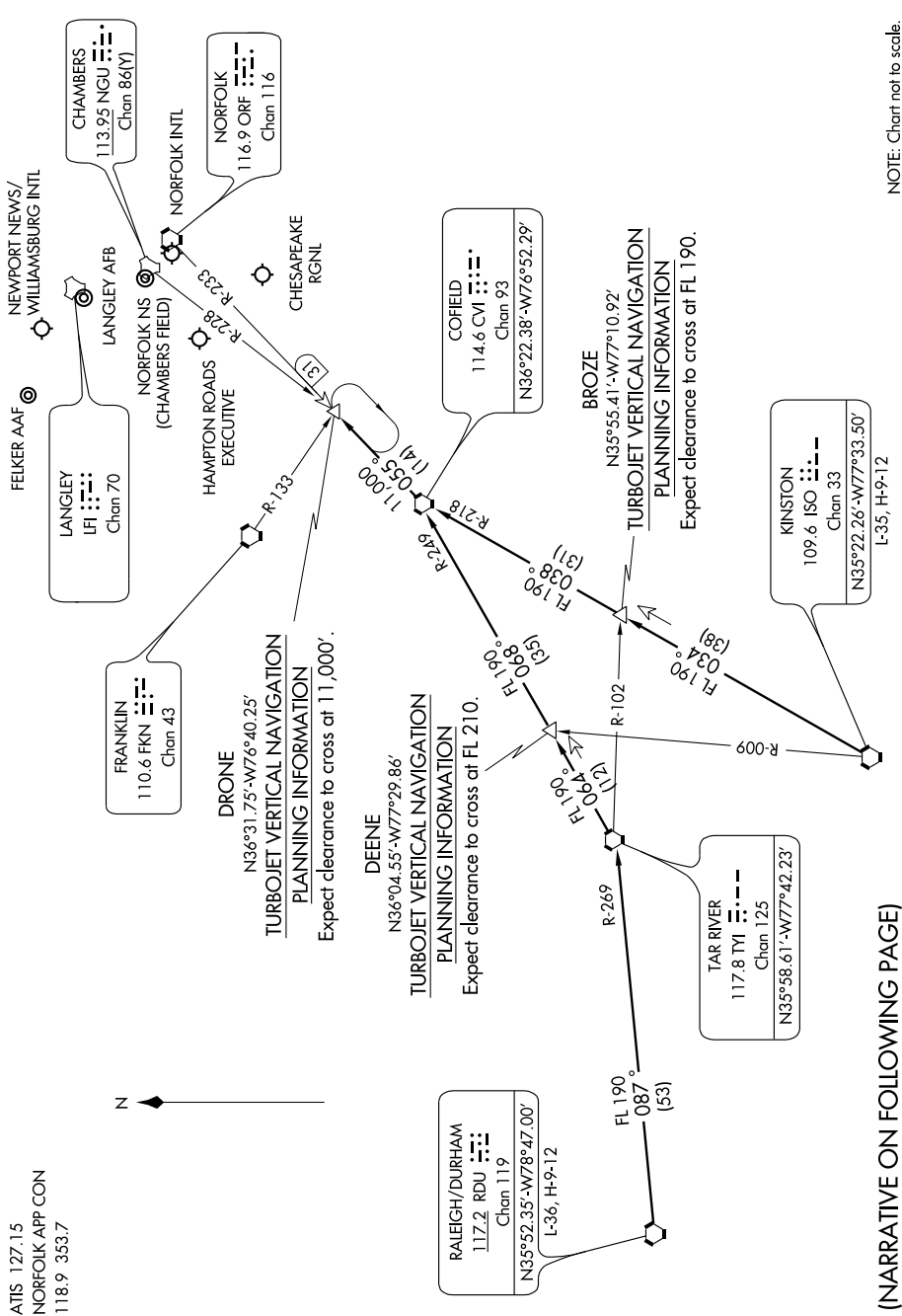


WASHINGTON

L-350, 36H

IAP

NE-3, 23 SEP 2010 to 21 OCT 2010



NE-3, 23 SEP 2010 to 21 OCT 2010

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1): From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

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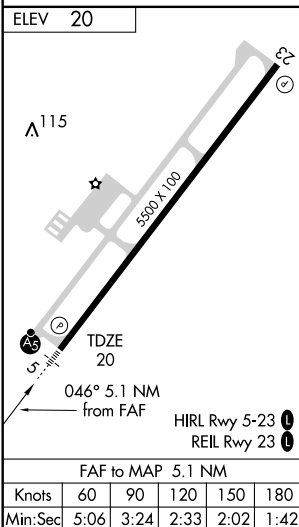
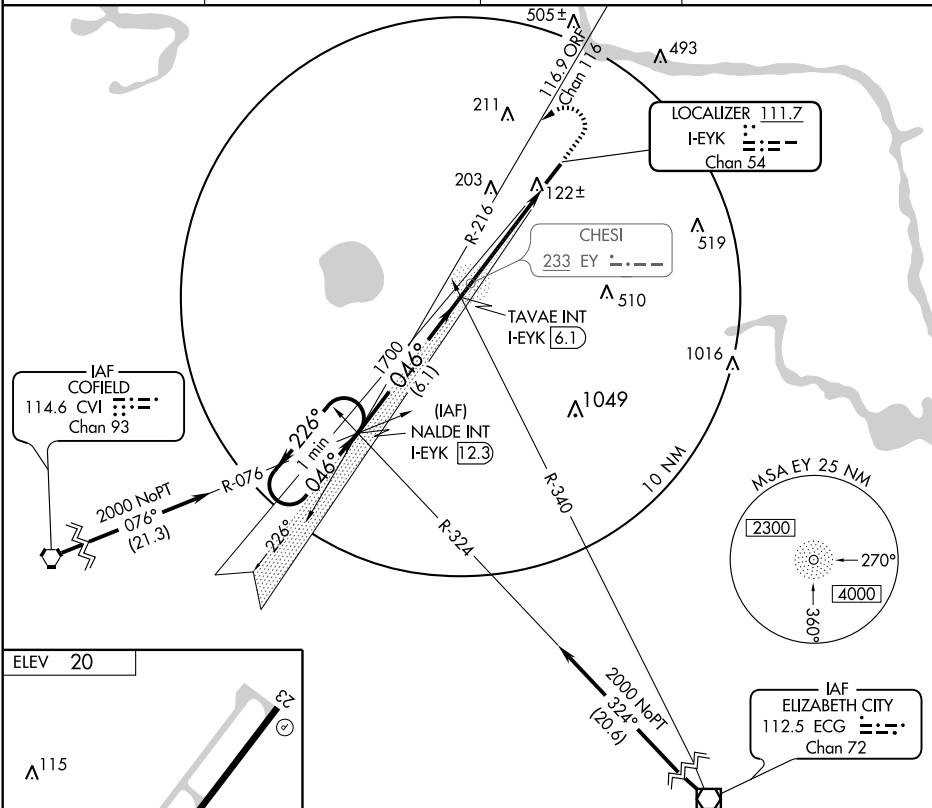
LOC/DME I-EYK 111.7 Chan 54	APP CRS 046°	Rwy Idg TDZE Apt Elev	5500 20 20
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ILS RWY 5

NORFOLK / CHESAPEAKE RGNL (CPK)

▼ ▲ NA	MALSR AS	MISSED APPROACH: Climb to 500 then climbing left turn to 2000, via ORF R-216 to NALDE Int/I-EYK 12.3 DME and hold.
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AWOS-3 123.675	NORFOLK APP CON 118.9 353.7	GCO 135.075	UNICOM 123.075 (CTAF) 0
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One Minute Holding Pattern		NALDE INT I-EYK [12.3]	500	2000	NALDE INT
2000 ← 226°		046° →	1700	1700	
GS 3.00° TCH 43		046°	1700	1700	
		6.1 NM	5.1 NM		
CATEGORY	A	B	C	D	
S-ILS 5	220-½	200 (200-½)		NA	
S-LOC 5	380-½	360 (400-½)		NA	
CIRCLING	440-1 420 (500-1)	480-1 460 (500-1)	480-1½ 460 (500-1½)	NA	

APP CRS **043°**
 Rwy Idg **5500**
 TDZE **20**
 Apt Elev **20**

RNAV (GPS) RWY 5

NORFOLK / CHESAPEAKE RGNL (CPK)

▼ Inoperative table does not apply.
▲ NA DME/DME RNP-0.3 NA.



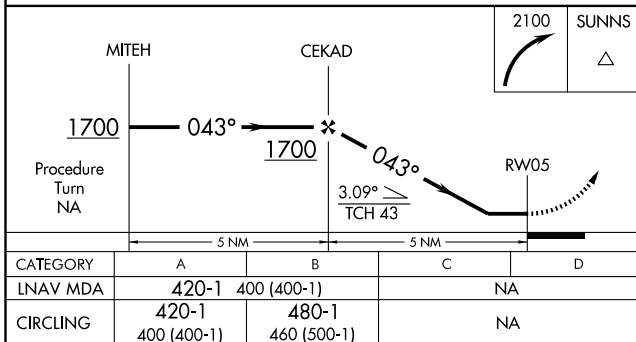
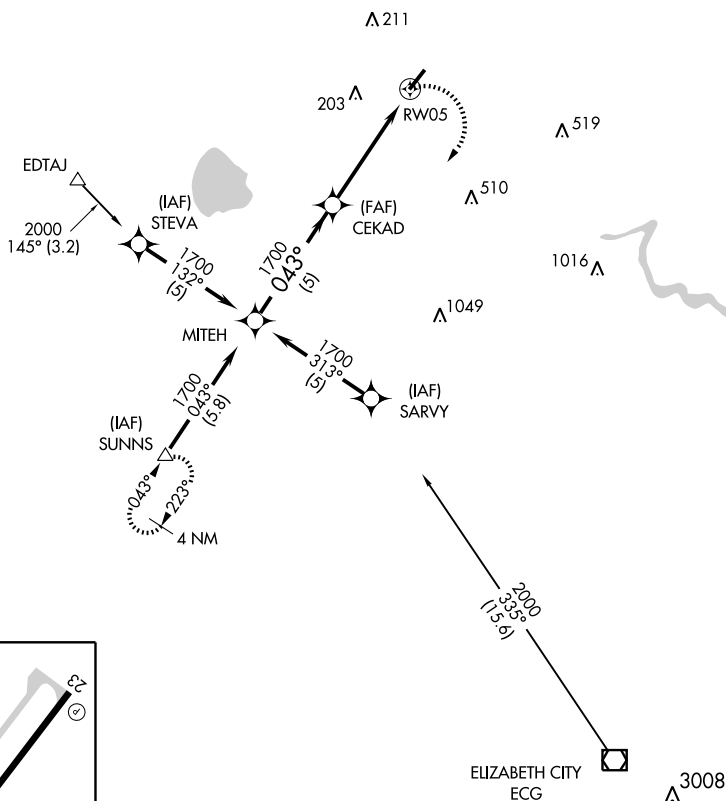
MISSED APPROACH: Climbing right turn to 2100 direct SUNNS and hold.

AWOS-3
123.675

NORFOLK APP CON
118.9 353.7

GCO
135.075

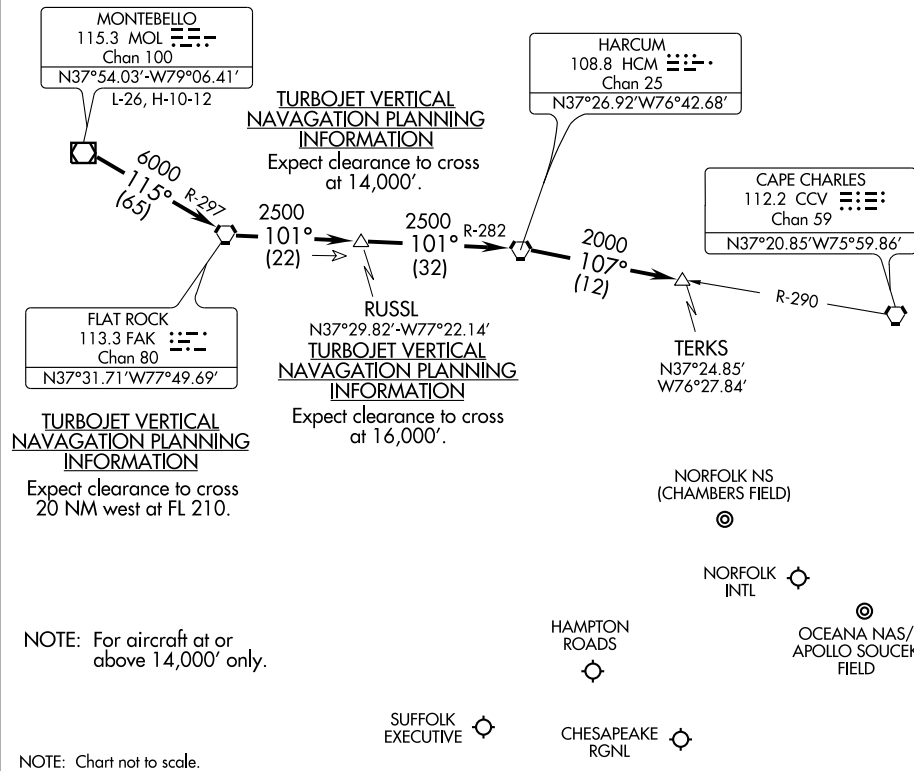
UNICOM
123.075 (CTAF) 1



TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

NORFOLK APP CON
118.9 353.7
NORFOLK INTL ATIS
127.15
NORFOLK NS ATIS
118.425 342.0
OCEANA NAS ATIS
317.6



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TERKS TWO ARRIVAL

(TERKS.TERKS2)

08213

NORFOLK, VIRGINIA

From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

VORTAC ORF 116.9 Chan 116	APP CRS 210°	Rwy Idg 5500 TDZE 20 Apt Elev 20
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VOR/DME RWY 23

NORFOLK / CHESAPEAKE RGNL (CPK)



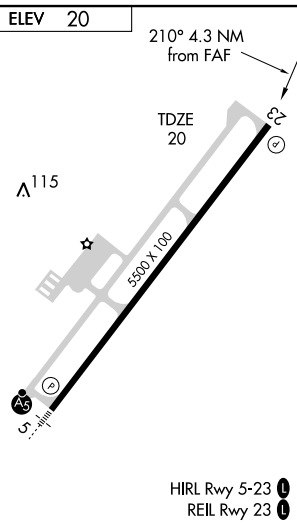
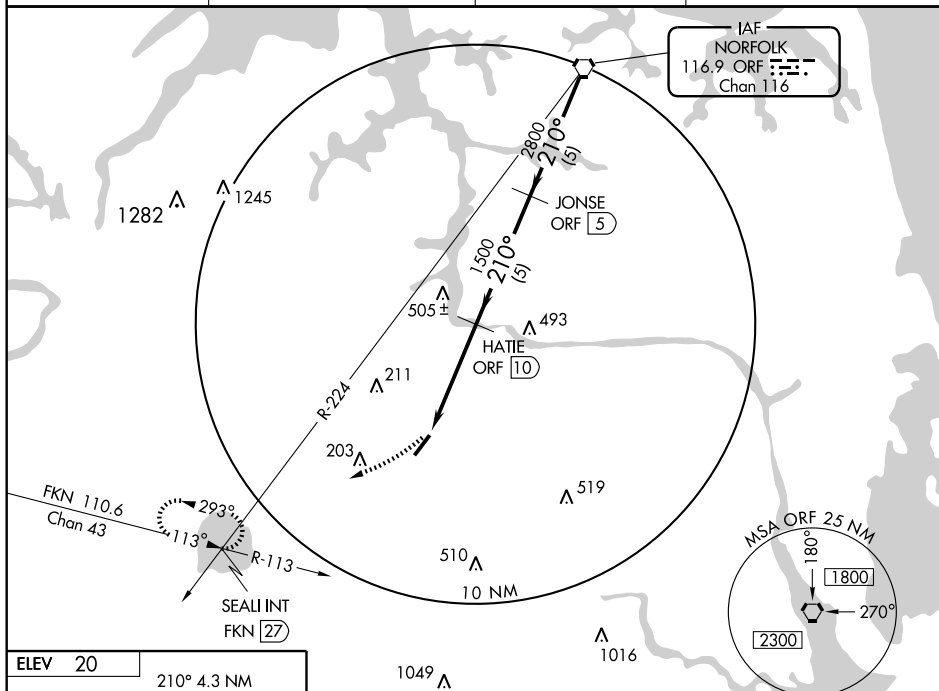
MISSED APPROACH: Climbing right turn to 2000 via ORF R-224 to SEALI Int/FKN 27 DME and hold.

AWOS-3
123.675

NORFOLK APP CON
118.9 353.7

GCO
135.075

UNICOM
123.075 (CTAF) **0**



	2000 ORF R-224 116.9	SEALI INT FKN [27]	HATIE ORF [10]	JONSE ORF [5]	VORTAC 3000	Procedure Turn NA
	ORF [14.3]	ORF [13]	1500	2800	210°	
	1.3	3 NM	5 NM	5 NM		
CATEGORY	A	B	C	D		
S-23	480-1	460 (500-1)	480-1¼ 460 (500-1¼)	480-1½ 460 (500-1½)		
CIRCLING	480-1	460 (500-1)	480-1½ 460 (500-1½)	580-2 560 (600-2)		

AIRPORT DIAGRAM

ADF-290 [USN]

NORFOLK, VIRGINIA

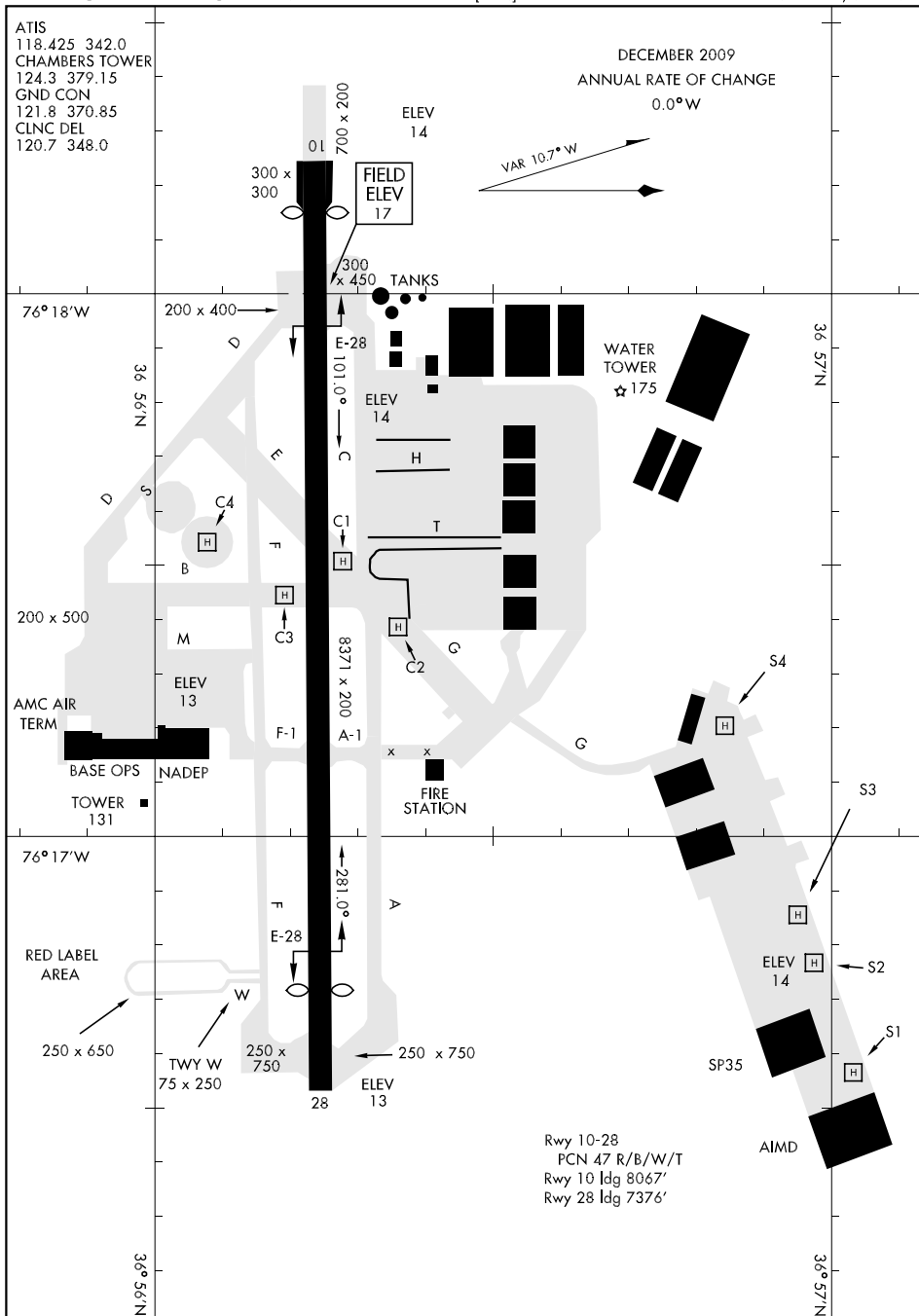
ATIS
118.425 342.0
CHAMBERS TOWER
124.3 379.15
GND CON
121.8 370.85
CLNC DEL
120.7 348.0

DECEMBER 2009
ANNUAL RATE OF CHANGE
0.0°W

VAR 10.7°W

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AIRPORT DIAGRAM

NORFOLK, VIRGINIA
NORFOLK NS (CHAMBERS FIELD) (KNGU)

NORFOLK NS (CHAMBERS FLD) (NGU)(KNGU) N O NW UTC-5(-4DT)

WASHINGTON

N36°56.25' W76°17.36'

H-101, 121, L-350, 36H

17 B AOE NOTAM FILE DCA

Not insp.

DIAP, AD

RWY 10-28: H8371X200 (ASPH-CONC-GRVD) PCN 47 R/B/W/T HIRL CL

RWY 10: ALSF2. OLS. TDZL. REIL. PAPI(P4R)—GA 3.0° TCH 35'. Thld dsplcd 304'.

RWY 28: SSALS. OLS. TDZL. REIL. PAPI(P4R)—GA 3.0° TCH 37'. Thld dsplcd 995'. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10: LDA-8067

RWY 28: LDA-7376

ARRESTING GEAR/SYSTEMS

RWY 10: HOOK E28(B)(1500')

HOOK E28(B)(1060') **RWY 28**

MILITARY SERVICE: A-GEAR Avoid centerline lgt Rwy 10-28 during cable engagement to prevent tailhook skip. Distance Rwy 28 measured from dsplcd thld. E-28(B) in raised position at dep end of rwy only. Short-fld gear avbl with 20 minutes prior notice. **JASU** (NC10-C) (NC-8A/A1) (NCP-105 Ctc Air Ops Duty Officer to ensure avbl.) **FUEL** J5. No tran helicopter hot pit without prior coordination with host squadron.

FLUID ADI SP PRESAIR LHGX LOX OIL O-128-132-133-148-156 **TRAN ALERT** Limited tran maintenance avbl weekdays only 1200-2000Z. Tran maintenance unavbl other times. 2 hr prior notice required for LOX. Lavatory svc unavbl for C-130 acft. Potable water unavbl.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remark. **RSTD** PPR only DSN 262-3419/3429. AMC/ATOC DSN 564-4735/3922, C757-444-4735/3922. Acft utilizing AMC terminal ctc ATOC/AMC terminal 15 min prior arr with load report. Acft overseas ctc AMC/ATOC via phone patch 2 hr prior arr for CSTMS. All other acft, ctc Base Ops 15 min prior arr. **CAUTION** Extensive fish spotter acft activity (single engine general aviation acft) upwards from 1500' over Chesapeake Bay and adjacent coastal waters. Arriving/departing Traffic Collision Avoidance System equipped acft expect numerous Traffic Collision Avoidance System alerts from ships or transiting into/out of the Chesapeake and coastal waters. Extensive VFR tfc opr west of Chambers Class D and Norfolk Class C Airspace. Bird hazard. **TFC PAT** Basic fixed wing VFR minimums 1000' and 3 NM. Heliport Rwy 09R-27L, emerg use only. **NS ABTMT** No practice apch Mon-Sat 0400-1200Z, Sun 0400-1800Z. Other times by NOTAM. No helicopter overflight Willoughby Spit except via Point Xray (Chambers TACAN R-042/1.5 DME) at 500'.

WEATHER DATA SOURCES: ASOS DSN 564-9173 C(757) 444-9173.

COMMUNICATIONS: SFA ATIS 118.425 342.0

(R) APP CON 118.9 273.475 (010°-310°) 125.7 335.625 (311°-009°)

CHAMBERS TOWER 124.3 290.5 379.15 **GND CON** 121.8 370.85 **CLNC DEL** 120.7 348.0

(R) DEP CON 363.125

NAVYNORFOLK HELI TWR 126.375 290.5 Opr Mon-Fri 1300-0400Z, clsd Sat, Sun, and holidays.

NAVYNORFOLK HELI GND CON 298.95 **AMC/ATOC** 130.65 349.5 **METRO** 271.6 **BASE OPS** 131.525 268.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

(H) VORTAC 116.9 ORF Chan 116 N36°53.51' W76°12.02' 310° 5.1 NM to fld. 20/07W.

CHAMBERS (L) TACAN Chan 86Y NGU (113.95) N36°56.40' W76°16.64' at fld. 24/10W. NOTAM FILE NGU.

TACAN unusable:

190°-195° byd 35 NM

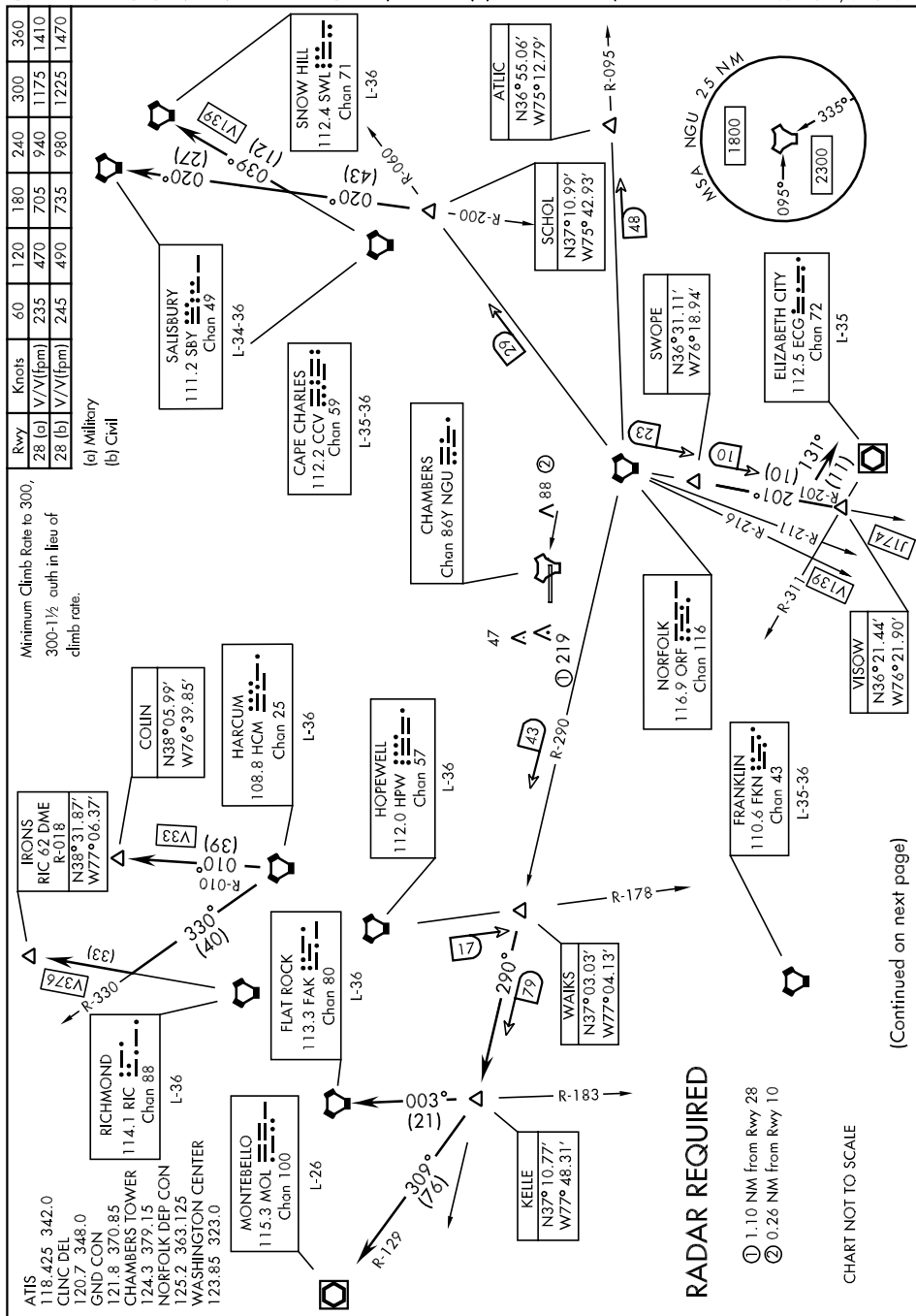
261°-269° byd 20 NM

ILS/DME 108.95 I-NGU Chan 26(Y) Rwy 10. No NOTAM MP Wed 1230-1630Z.

ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

CHAMBERS SEVEN DEPARTURE (VECTOR) (NGU7•NGU) SHL-290[USN] NORFOLK, VIRGINIA



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(Continued on next page)

CHART NOT TO SCALE

CHAMBERS SEVEN DEPARTURE (VECTOR) (NGU7•NGU) NORFOLK, VIRGINIA
NORFOLK NS (CHAMBERS FIELD) (KNGU)



DEPARTURE ROUTE DESCRIPTION

(Continued)

TAKE-OFF RWY 10: Climbing left turn heading 050°, cross DER at or above 35' AGL/48' MSL, thence...

TAKE-OFF RWY 28: Climb via heading 280°, thence...

via radar vectors to assigned transition. Maintain 2000 or assigned altitude. Expect clearance to requested altitude/flight level 10 minutes after departure.

ATLIC TRANSITION (NGU7•ATLIC): Via vectors to ATLIC.

CAPE CHARLES TRANSITION (NGU7•CCV): Via vectors to CCV VORTAC. (NOTE: For altitudes 5000 and below).

ELIZABETH CITY TRANSITION (NGU7•ECG): Via vectors to SWOPE, then via ORF R-201 to VISOW (ORF R-201/33 DME), then direct ECG VOR/DME.

FLAT ROCK TRANSITION (NGU7•FAK): Via vectors to WAKS, then via ORF R-290 to KELLE, then direct FAK VORTAC.

FRANKLIN TRANSITION (NGU7•FKN): Via vectors to FKN VORTAC*.

HARCUM TRANSITION (NGU7•HCM): Via vectors to HCM VORTAC**.

HOPEWELL TRANSITION (NGU7•HPW): Via vectors to HPW VORTAC.

MONTEBELLO TRANSITION (NGU7•MOL): Via vectors to WAKS, then via ORF R-290 to KELLE, then intercept MOL R-129 to MOL VOR/DME.

SALISBURY TRANSITION (NGU7•SBY): Via vectors to SCHOL, then SBY R-200 to SBY VORTAC.

SNOW HILL TRANSITION (NGU7•SWL): Via vectors to SCHOL, thence SBY R-200 to V139 to SWL VORTAC.

V139 TRANSITION (NGU7•ORF): Via vectors to V139.

J174 TRANSITION (NGU7•ORF): Via vectors to J174.

*For routing to TYI/RDU/GSO:

**For routing to NHK/BWI/MTN/DCA METRO AREA via the following:

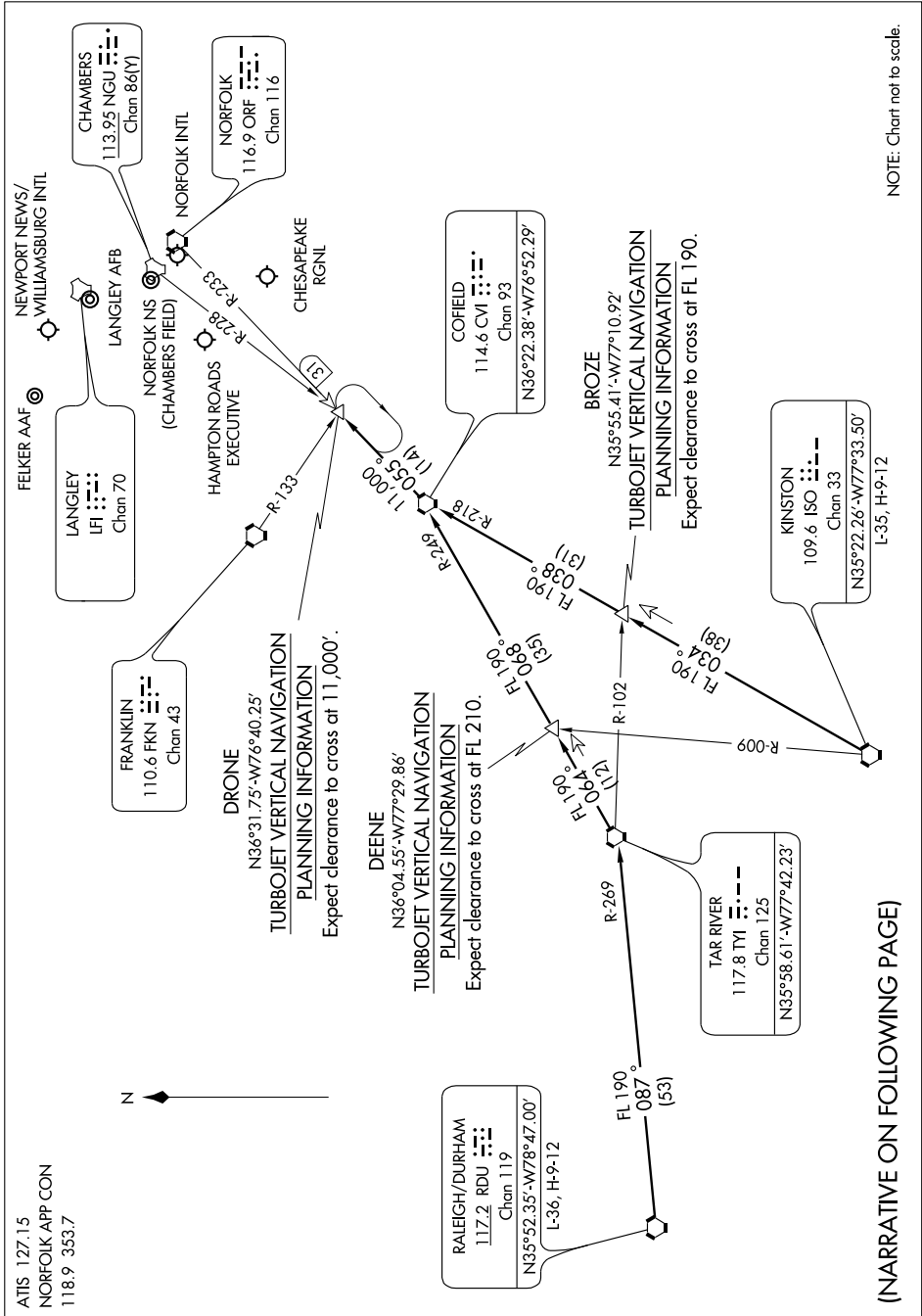
NHK-V33 COLIN V213 PXT. (NOTE For altitudes 7000 or 9000 only.)

BWI/MTN-V33 COLIN V213 PXT V93 GRACO. (NOTE: For altitudes 7000 or 9000 only.)

DCA/ADW/NSF/DAA-HCM R-330 V376 IRONS. (NOTE: For altitude 8000 only.)

NOTE: Transitions are part of the Preferred Departure Route (PDR) system and established as an Air Traffic flow procedure from the Norfolk Terminal Area. These fixes are to be used as the initial filing point out of NS Norfolk.

NE-3, 23 SEP 2010 to 21 OCT 2010



ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1): From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

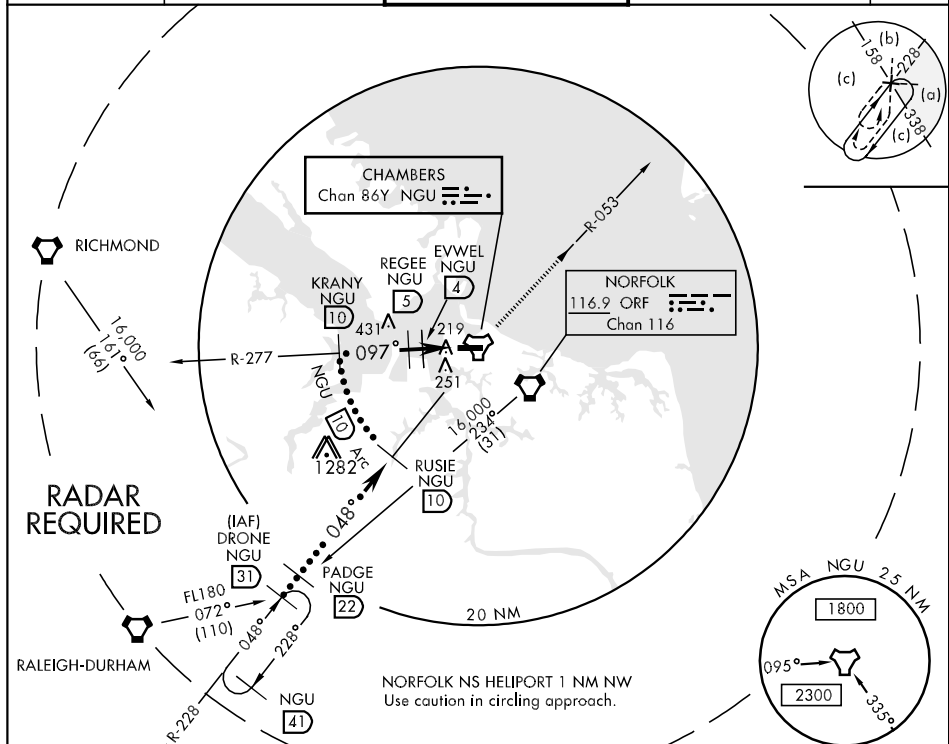
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NE-3, 23 SEP 2010 to 21 OCT 2010

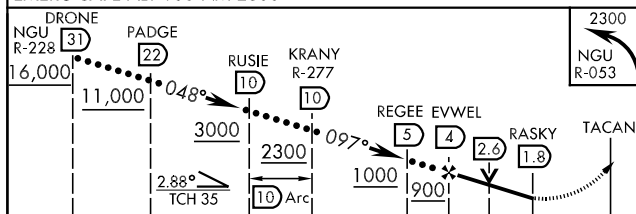
TACAN	NGU	APCH CRS	Rwy Idg	8067	
Chan	86Y	097°	TDZE	17	JAL-290 [USN]
			Arpt Elev	17	NORFOLK NS (CHAMBERS FIELD) (KNGU)

<p>* When ALS inop, increase vis CAT C to 1 1/4 miles, CAT D to 1 1/2 miles, CAT E to 1 3/4 miles.</p> <p>** CAT E circling not auth S of RWY 10-28.</p>	<p>ALSF-2</p> 	<p>MISSED APPROACH: Climbing left turn to 2300 via NGU R-053 then as directed by ATC.</p>
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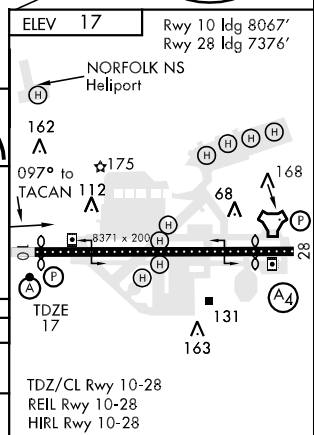
ATIS 118.425 342.0	NORFOLK APP CON 118.9 353.7	CHAMBERS TOWER 124.3 379.15	GND CON 121.8 370.85	ASR/PAR
-----------------------	--------------------------------	--------------------------------	-------------------------	---------



EMERG SAFE ALT 100 NM 2600



C		D	E
S-10 *	480-3/4 463 (500-3/4)	480-1 463 (500-1)	480-1 1/4 463 (500-1 1/4)
CIRCLING **	520-1 1/2 503 (600-1 1/2)	580-2	563 (600-2)



TACAN Chan 86Y	APCH CRS 290°	Rwy ldg 7376 TDZE 15 Arpt Elev 17
--------------------------	-------------------------	--

JAL-290 [USN]

NORFOLK NS (CHAMBERS FIELD) (KNGU)

▼ * When ALS inop, increase CAT C vis to 1¼ miles, CAT DE to 1½ miles.
 ** CAT E circling not authorized S of Rwy 10-28.

SSALS



MISSED APPROACH: Climb to 2300 via
 NGU R-277 then as directed by ATC.

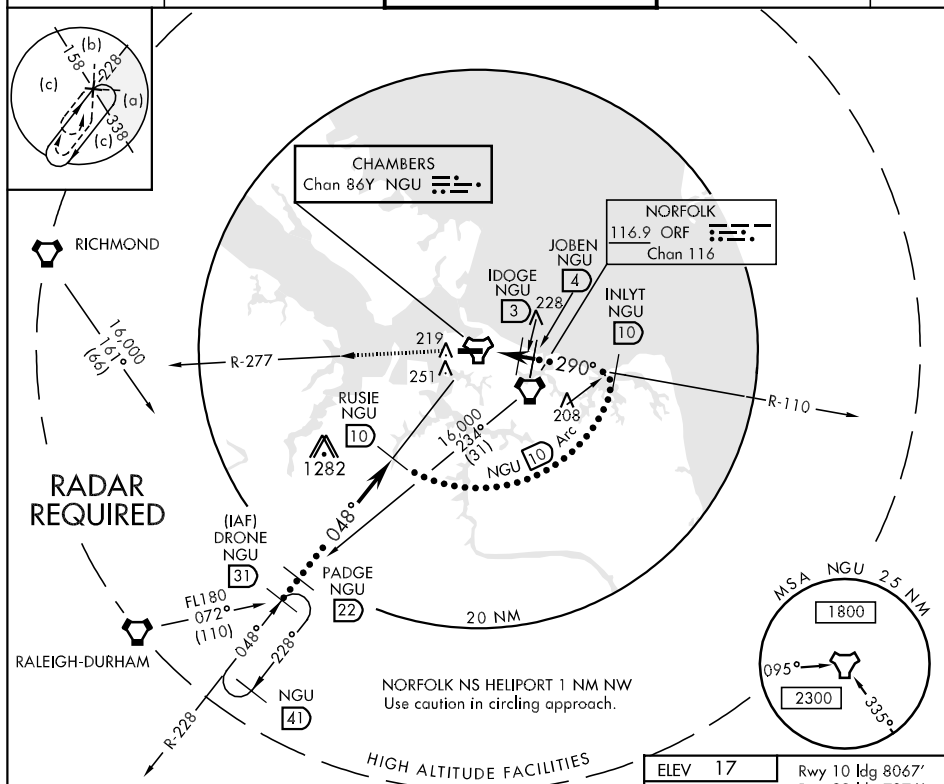
ATIS
118.425 342.0

NORFOLK APP CON
118.9 353.7

CHAMBERS TOWER
124.3 379.15

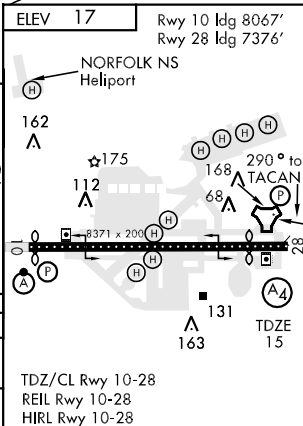
GND CON
121.8 370.85

ASR/PAR




EMERG SAFE ALT 100 NM 2600

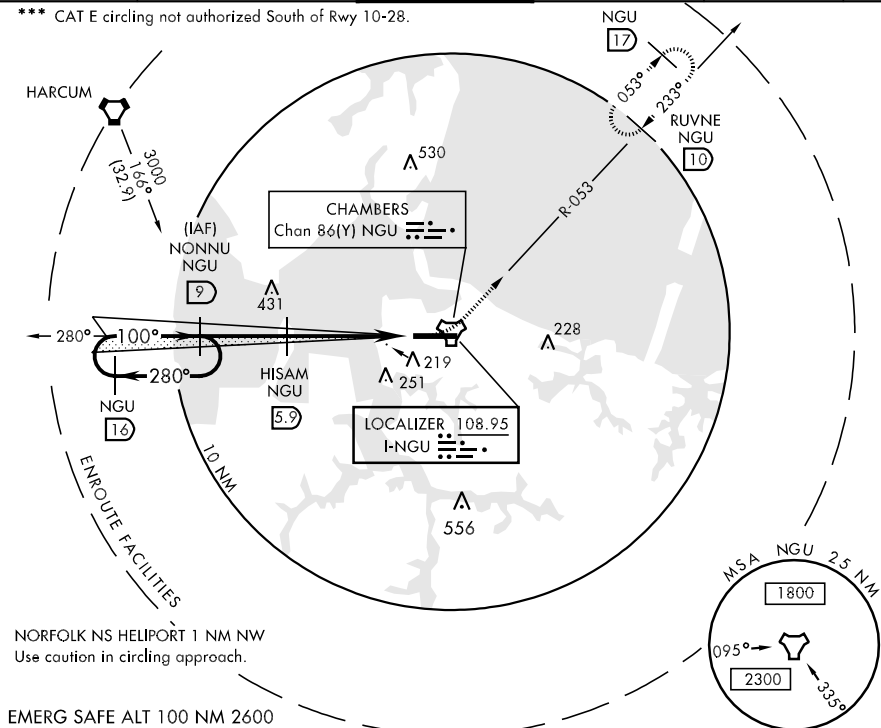
2300 ↑ NGU R-277	TACAN KLUMM 0.9	IDOGE 1.4	JOBEN 4	INLYT R-110 10	RUSIE 10	PADGE 22	DRONE NGU R-228 31
	900	1200	2300	3000	11,000	16,000	
	2.2 NM	1 NM			048°	2.69°	
					10 Arc	TCH 37	
CATEGORY	C	D	E				
S-28 *	460-1 445 (500-1)	460-1¼	445 (500-1¼)				
CIRCLING**	520-1½ 503 (600-1½)	580-2	563 (600-2)				



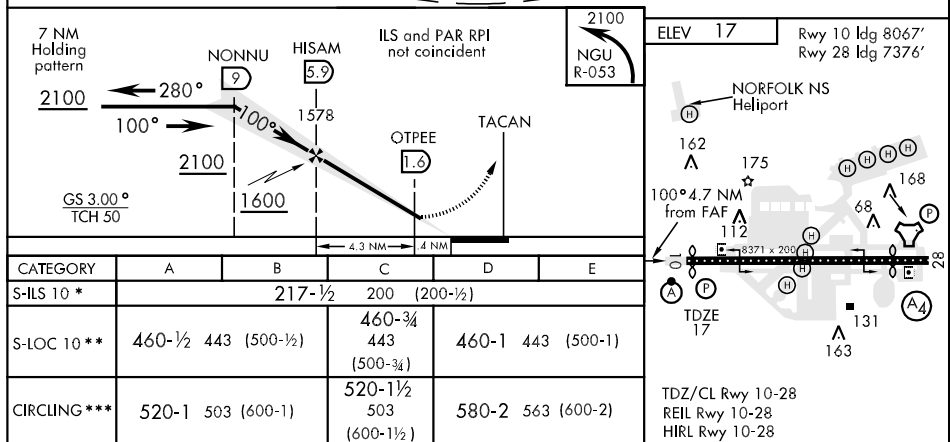
TDZ/CL Rwy 10-28
 REIL Rwy 10-28
 HIRL Rwy 10-28

LOC F-NGU 108.95		APCH CRS 100°		Rwy Idg 8067 TDZE 17 Aiprt Elev 17		AL-290 [USN]		NORFOLK NS (CHAMBERS FIELD) (KNGU)	
V * When ALS inop, increase vis to ¾ mile. ** When ALS inop, increase vis CAT A8 to 1 mile, CAT C to 1 ¼ miles, CAT DE to 1 ½ miles.					ALSF-2 		MISSED APPROACH: Climbing left turn to 2100 via NGU TACAN R-053 to RUVNE and hold.		
ATIS 118.425 342.0		NORFOLK APP CON 118.9 353.7		CHAMBERS TOWER 124.3 379.15		GND CON 121.8 370.85		CLNC DEL 120.7 348.0	
ASR/PAR									

*** CAT E circling not authorized South of Rwy 10-28.



EMERG SAFE ALT 100 NM 2600



NORFOLK, VIRGINIA

36°56'N-76°17'W

NORFOLK NS (CHAMBERS FIELD) (KNGU)

Orig 09351

ILS or LOC/DME RWY 10

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

APCH CRS	Rwy ldg	8067
100°	TDZE	17
	Arpt Elev	17

AL-290 [USN]

NORFOLK NS (CHAMBERS FIELD) (KNGU)

▼ * When ALS inop, increase vis CAT ABCDE to 1 ¼ miles.
 ** When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1 ¼ miles, CAT D to 1 ½ miles, CAT E to 1 ¾ miles.

ALSF-2



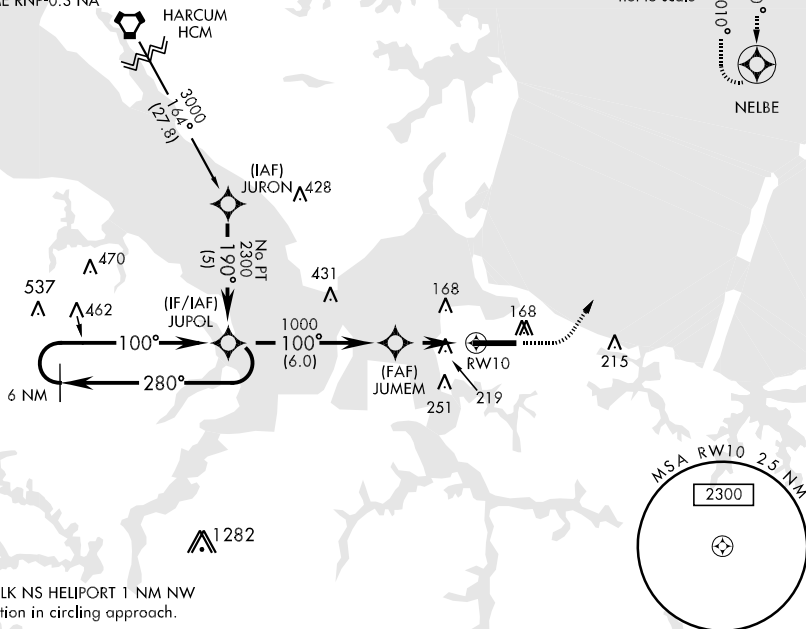
MISSED APPROACH: Climbing left
 turn to 3000 direct NELBE and hold.

ATIS 118.425 342.0	NORFOLK APP CON 118.9 353.7	CHAMBERS TOWER 124.3 379.15	GND CON 121.8 370.85	CLNC DEL 120.7 348.0	ASR/PAR
-----------------------	--------------------------------	--------------------------------	-------------------------	-------------------------	---------

*** CAT E circling not auth S of Rwy 10-28.

For uncompensated Baro-VNAV systems LNAV/VNAV NA
 below -15°C (5°F) and above 40°C (104°F).

DME/DME RNP-0.3 NA



NORFOLK NS HELIPORT 1 NM NW
 Use caution in circling approach.

EMERG SAFE ALT 100 NM 2600

					ELEV 17	Rwy 10 ldg 8067' Rwy 28 ldg 7376'
CATEGORY	A	B	C	D	E	
LNAV/ VNAV DA *	540-1 ¼		523 (600-1 ¼)			
LNAV MDA **	480-½	463 (500-½)	480-¾	480-1	480-1 ¼	
			463 (500-¾)	463 (500-1)	463 (500-1 ¼)	
CIRCLING ***	540-1 ¾	523 (600-1 ¾)		580-2	563 (600-2)	

NORFOLK, VIRGINIA

36°56'N-76°17'W

NORFOLK NS (CHAMBERS FIELD) (KNGU)

Amdt 1 10070

RNAV (GPS) RWY 10

APCH CRS	Rwy ldg	7376
280°	TDZE	15
	Arpt Elev	17

AL-290 [USN]

NORFOLK NS (CHAMBERS FIELD) (KNGU)

▼ * When ALS inop, increase vis CAT ABCD to 1 mile, CAT E to 1½ miles.
 ** When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT DE to 1½ miles.

SSALS



MISSED APPROACH: Climb to 3000 direct JUPOL and hold.

ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	120.7 348.0	

*** CAT E circling not auth S of Rwy 10-28.

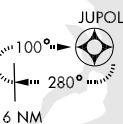
DME/DME RNP-0.3 NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) and above 42°C (107°F).

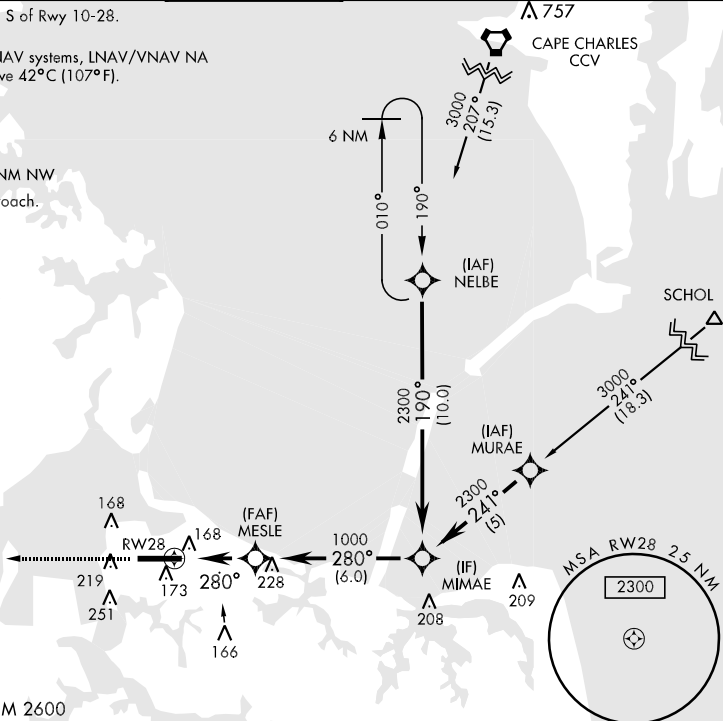
NORFOLK NS HELIPORT 1 NM NW

Use caution in circling approach.

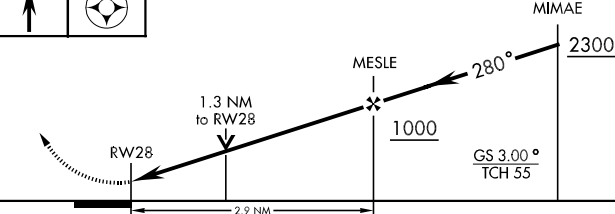
Holding pattern not to scale.



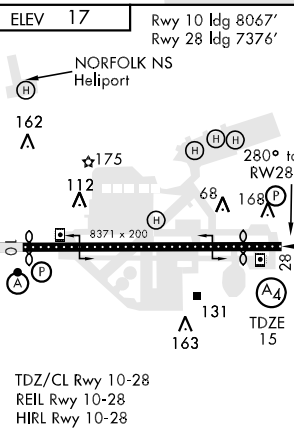
EMERG SAFE ALT 100 NM 2600



3000 JUPOL VGS and RNAV TCH not coincident



CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	340-¾	325	(400-¾)		340-1 325 (400-1)
LNAV MDA**	460-¾ 445 (500-¾)	460-1 445 (500-1)	460-1½ 445 (500-1½)		
CIRCLING***	520-1 503 (600-1)	520-1½ 503 (600-1½)	580-2 563 (600-2)		



NORFOLK, VIRGINIA

36°56'N-76°17'W

NORFOLK NS (CHAMBERS FIELD) (KNGU)

Amdt 1 10070

RNAV (GPS) RWY 28

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

TACAN	NGU	APCH CRS	Rwy Idg	8067
Chan	86Y	097°	TDZE	17
			Arpt Elev	17

AL-290 [USN]

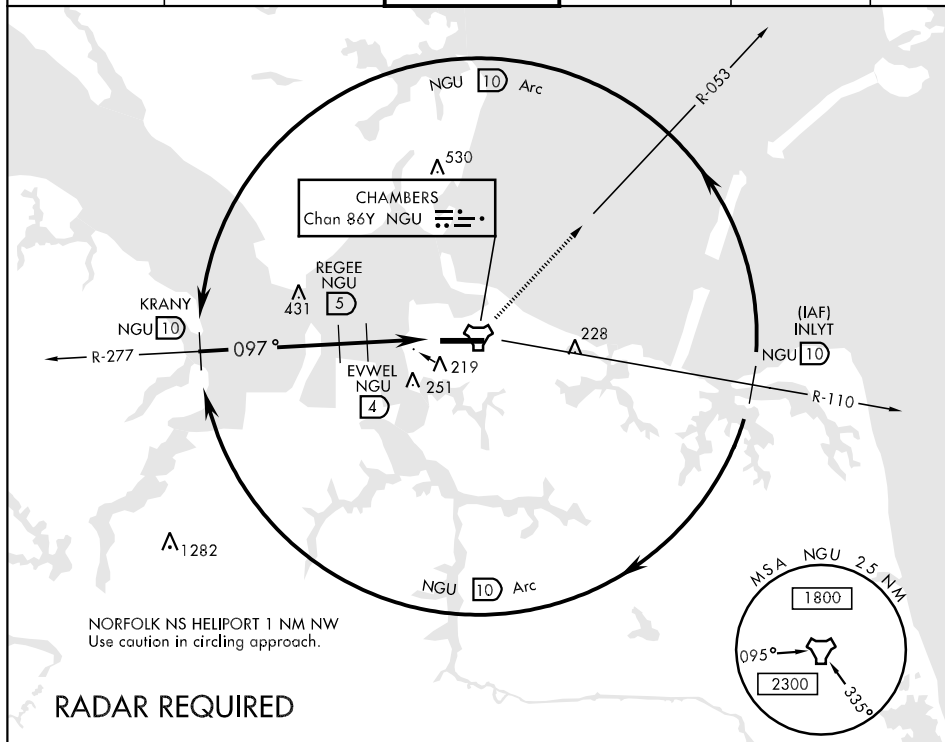
NORFOLK NS (CHAMBERS FIELD) (KNGU)

▼ * When ALS inop, increase CAT AB vis to 1 mile,
CAT C to 1¼ miles, CAT D to 1½ miles.



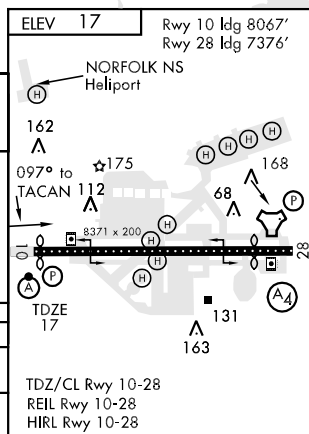
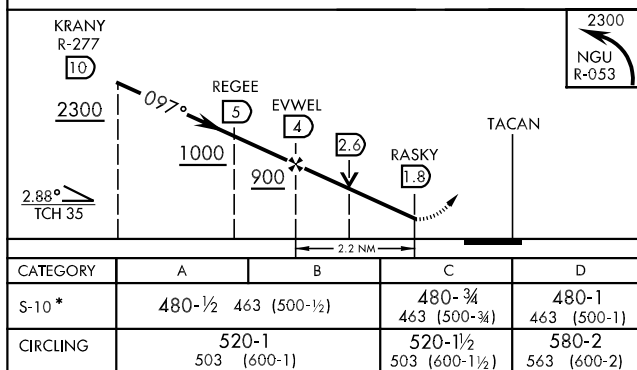
MISSED APPROACH: Climbing left turn to 2300
via NGU TACAN R-053 then as directed by ATC.

ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	120.7 348.0	



RADAR REQUIRED

EMERG SAFE ALT 100 NM 2600



TACAN	NGU	APCH CRS	Rwy 28 ldg	7376
Chan	86Y	290°	TDZE	15
			Arpt Elev	17

AL-290 [USN]

NORFOLK NS (CHAMBERS FIELD) (KNGU)

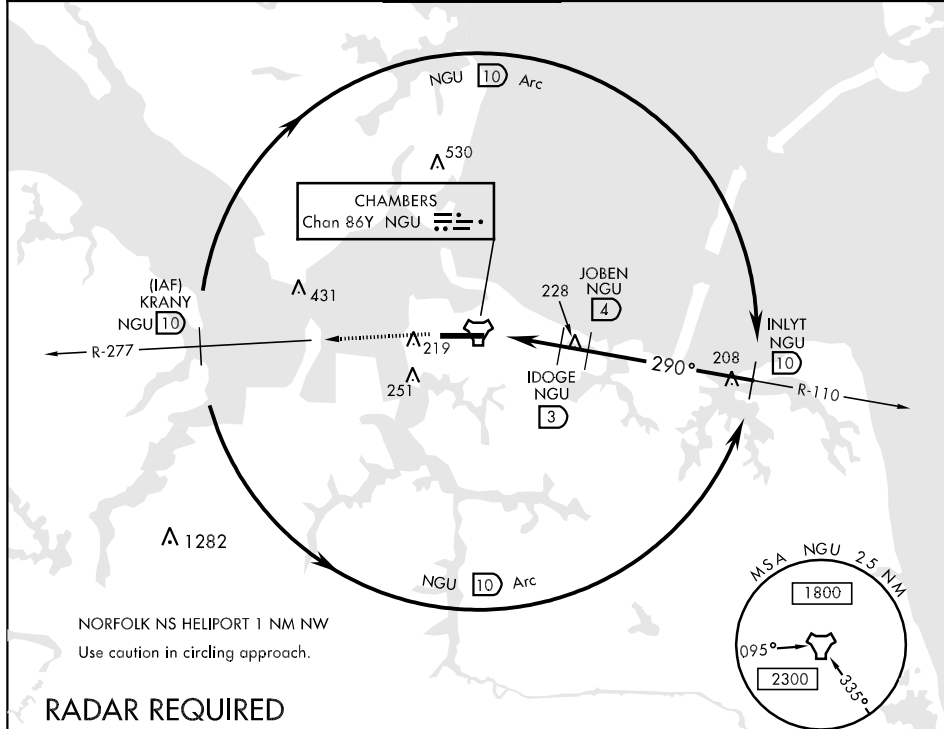
▼ * When ALS inop, increase vis CAT AB to 1 mile,
CAT C to 1¼ miles, CAT D to 1½ miles.

SSALS



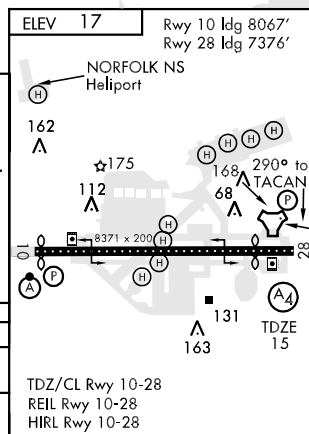
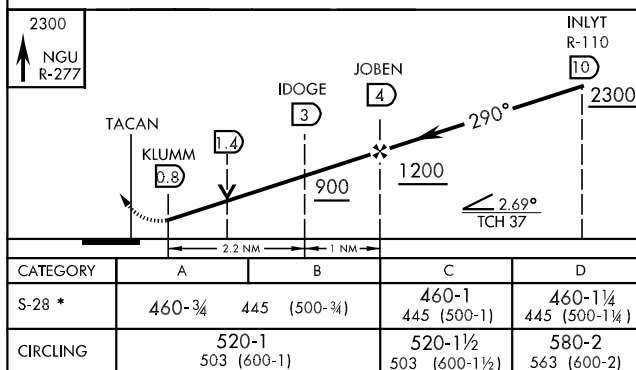
MISSED APPROACH: Climb to 2300 via NGU
TACAN R-277 then as directed by ATC.

ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	120.7 348.0	



RADAR REQUIRED

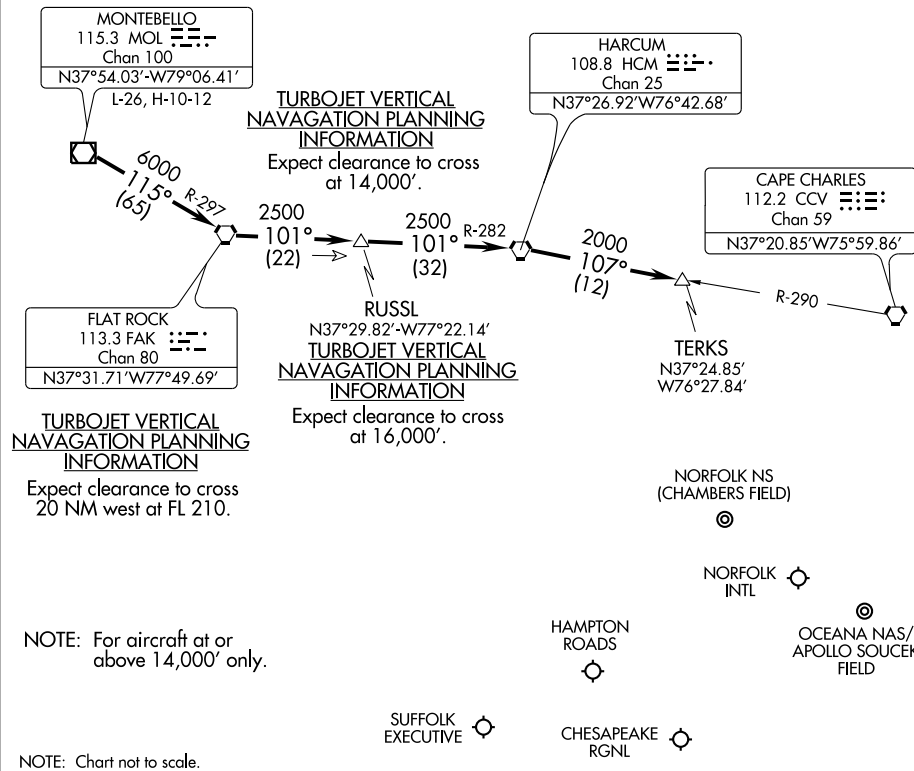
EMERG SAFE ALT 100 NM 2600



TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

NORFOLK APP CON
118.9 353.7
NORFOLK INTL ATIS
127.15
NORFOLK NS ATIS
118.425 342.0
OCEANA NAS ATIS
317.6



NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

TERKS TWO ARRIVAL

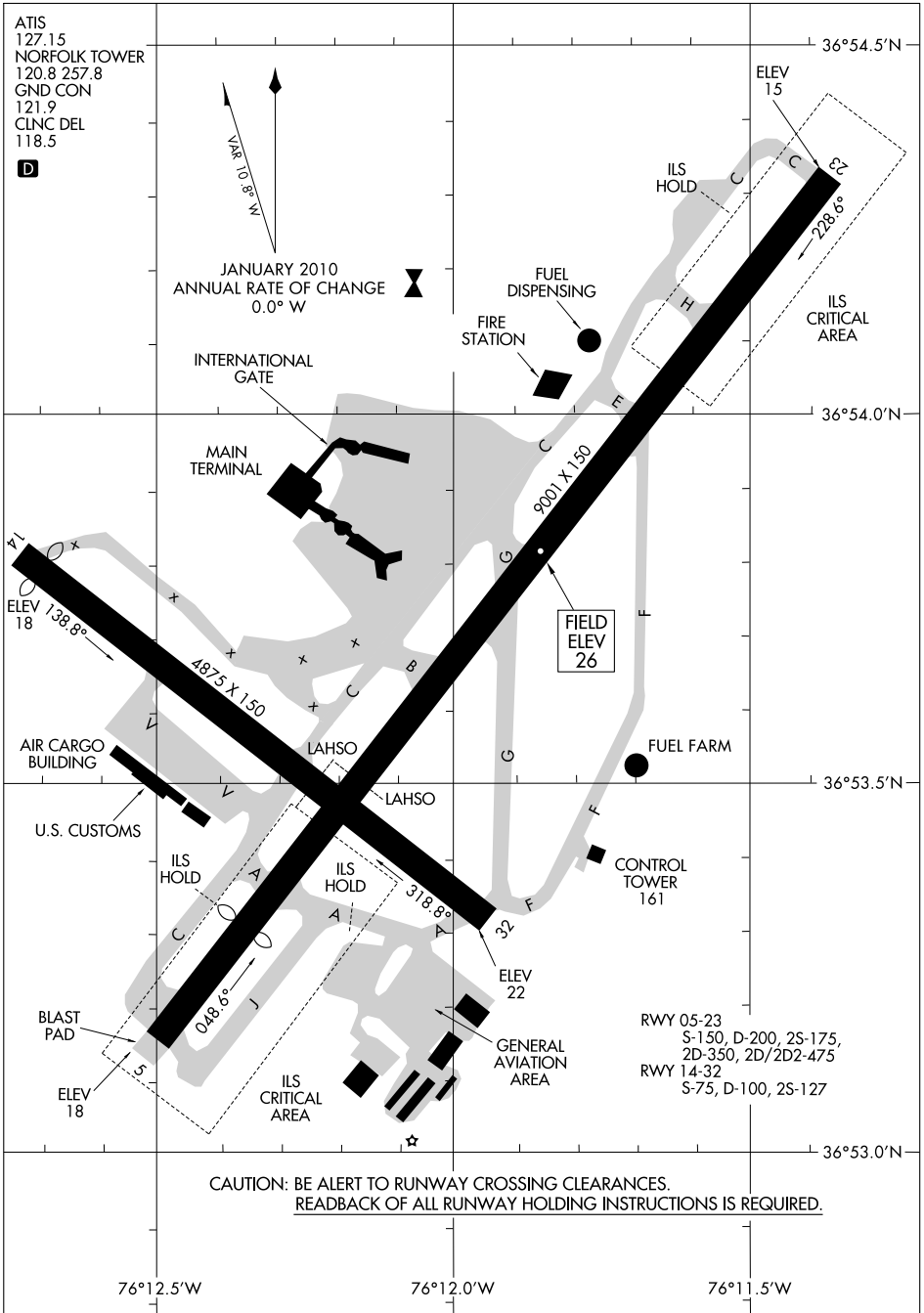
(TERKS.TERKS2)

08213

NORFOLK, VIRGINIA

From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

NE-3, 23 SEP 2010 to 21 OCT 2010



NE-3. 23 SEP 2010 to 21 OCT 2010

NORFOLK INTL (ORF) 3 NE UTC-5(-4DT) N36°53.68' W76°12.07'

WASHINGTON

26 B S4 **FUEL** 100LL, JET A OX 1, 2, 4 LRA Class I, ARFF Index C

H-101, 121, L-35D, 36H

NOTAM FILE ORF

IAP, AD

RWY 05-23: H9001X150 (ASPH-CONC-GRVD) S-150, D-200, 2S-175, 2D-350, 2D/2D2-475 HIRL CL

RWY 05: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 67'. Thld dspcd 1000'. Trees. Rgt tfc.

RWY 23: MALSR. PAPI(P4L)—GA 3.0° TCH 55'. Trees.

RWY 14-32: H4875X150 (ASPH-GRVD) S-75, D-100, 2S-127

MIRL

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 34'. Thld dspcd 213'. Tree. Rgt tfc.

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 33'. Tree.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 14	05-23	2850
RWY 23	14-32	6300

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA-9001	TODA-9001	ASDA-9001	LDA-8001
RWY 14:	TORA-4875	TODA-4875	ASDA-4875	LDA-4662
RWY 23:	TORA-9001	TODA-9001	ASDA-9001	LDA-9001
RWY 32:	TORA-4875	TODA-4875	ASDA-4875	LDA-4875

AIRPORT REMARKS: Attended continuously. Parachute Jumping. Flocks of birds on and invof arpt. Twy D clsd indef. Noise abatement procedures in effect. Rwy 05-23 center portion asph, 1500' each end conc. Rwy 05-23 grooved 7300 ft X130 ft standard grooving beginning 200 ft from approach end Rwy 05. Ldg fee. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (757) 460-9348. WSP.

COMMUNICATIONS: ATIS 127.15 757-464-1390

RCO 122.1R 116.9T (LEESBURG RADIO)

Ⓡ **APP CON** 118.9(010°-080°) (180°-310°) Ⓡ **DEP CON** 125.2

TOWER 120.8 GND CON 121.9 CLNC DEL 118.5

AIRSPACE: CLASS C svc continuous ctc **APP CON** 125.7(311°-009°) 118.9(010°-080°) (180°-310°)

AIRPORT AIDS TO NAVIGATION: NOTAM FILE ORF.

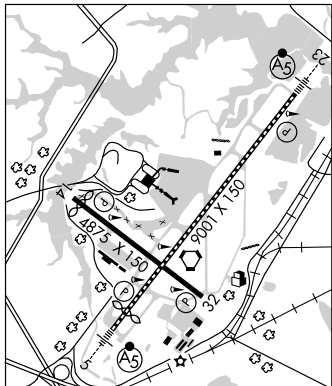
(H) **VORTAC** 116.9 ORF Chan 116 N36°53.51' W76°12.02' at fld. 20/07W.

VORTAC unusable byd 30 NM blo 2500'.

INGLE NDB (LOM) 329 OR N36°50.43' W76°15.08' 046° 4.1 NM to fld.

ILS/DME 109.1 I-ORF Chan 28 Rwy 05. Class IB. LOM INGLE NDB. GS unusable for coupled apch blo 744'.

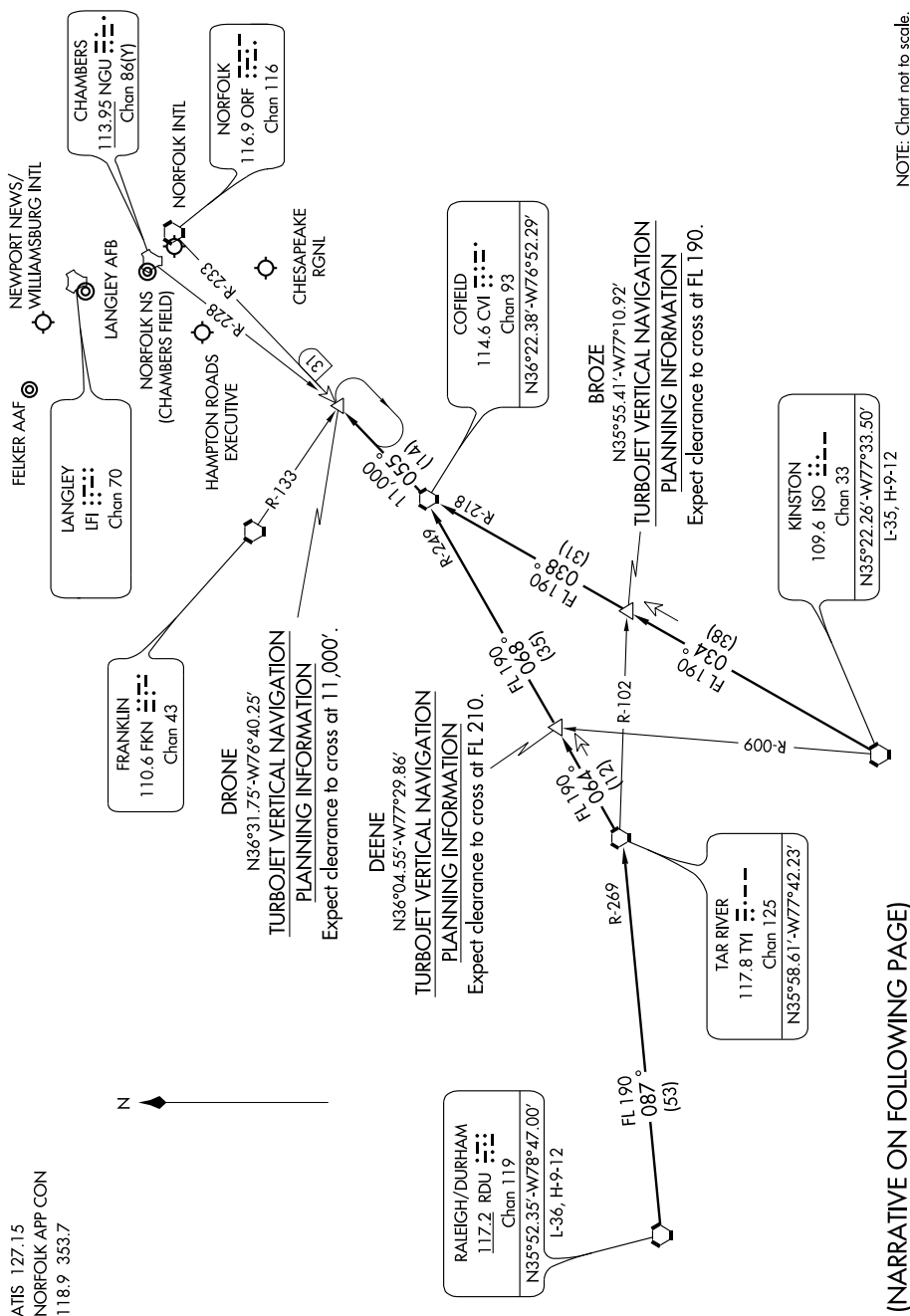
ILS/DME 109.1 I-JZQ Chan 28 Rwy 23. Class IA.



DRONE ONE ARRIVAL

NE-3, 23 SEP 2010 to 21 OCT 2010

ATIS 127.15
NORFOLK APP CON
118.9 353.7

 $\mathbf{z} \rightarrow$ 

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-3. 23 SEP 2010 to 21 OCT 2010

DRONE ONE ARRIVAL
(DRONE.DRONE1) 08269

NORFOLK, VIRGINIA

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1): From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-ORF 109.1 Chan 28	APP CRS 047°	Rwy Idg 8001 TDZE 26 Apt Elev 26
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ILS or LOC RWY 5
NORFOLK INTL (ORF)

T Autopilot coupled approach NA below 744.



MISSED APPROACH: Climb to 2000 direct CCV VORTAC and hold.

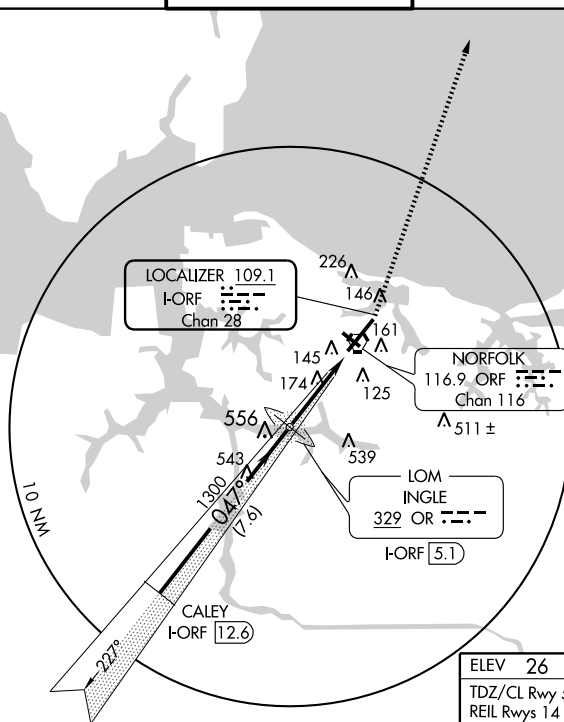
ATIS
127.15

NORFOLK APP CON
118.9 353.7

NORFOLK TOWER
120.8 257.8

GND CON
121.9

CLNC DEL
118.5

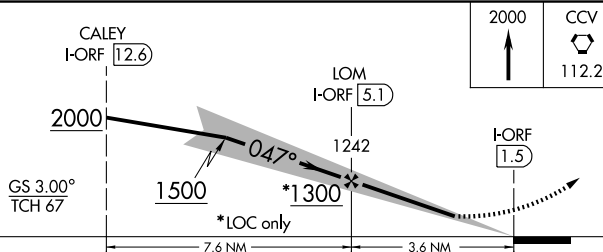


MISSED APCH FIX



CAPE CHARLES
CCV 
112.2
Chan 59

RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 5	236/18 210 (300-½)			
S-LOC 5	440/24	414 (500-½)	440/40	414 (500-¾)
CIRCLING	520-1	494 (500-1)	540-1½ 514 (600-1½)	580-2 554 (600-2)

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NORFOLK, VIRGINIA

Amdt 24F 10210

36°54'N - 76°12'W

NORFOLK INTL (ORF)

ILS or LOC RWY 5

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010

LOC/DME I-JZQ
109.1
Chan **28**

APP CRS
227°

Rwy Idg **9001**
TDZE **26**
Apt Elev **26**

ILS RWY 23
NORFOLK INTL (ORF)



S-LOC Cats A, B, C, increase visibilities ¼ mile for inoperative MALS.



MISSED APPROACH: Climb to 2000 via ORF VORTAC R-225 to CALEY Int and hold.

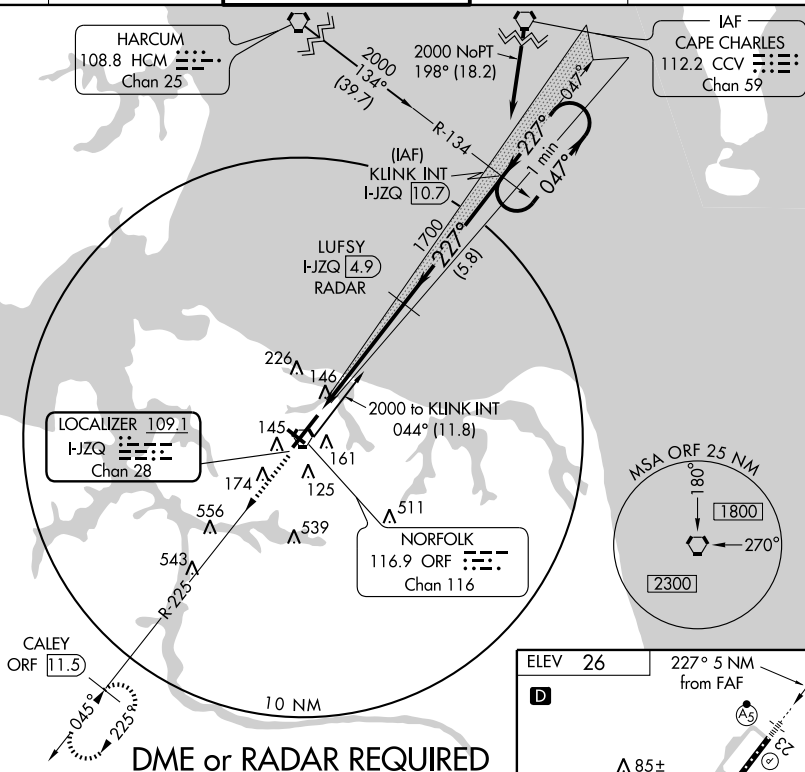
ATIS
127.15

NORFOLK APP CON
118.9 353.7

NORFOLK TOWER
120.8 257.8

GND CON
121.9

CLNC DEL
118.5



2000
ORF R-225
116.9

CALEY
ORF 11.5

LUFSY
I-JZQ 4.9
RADAR

KLINK INT
I-JZQ 10.7

One Minute
Holding Pattern

I-JZQ 0.1

1688

1700*

2000

047°

227°

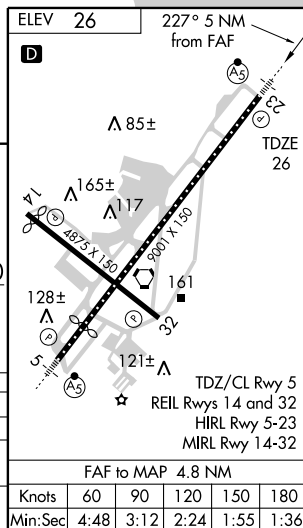
2000

GS 3.00°
TCH 55

*LOC only

0.2 4.8 NM 5.8 NM

CATEGORY	A	B	C	D
S-ILS 23	321 - ¾ 295 (300-¾)			
S-LOC 23	400-¾ 374 (400-¾)			400-1 374 (400-1)
CIRCUING	520-1 494 (500-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)



KISRR ONE DEPARTURE

ATIS 127.15
CLNC DEL
118.5
GND CON
121.9
NORFOLK TOWER
120.8 257.8
NORFOLK APP CON
125.2 363.125
ASOS

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71'-W77°49.69'
L-36, H-10-12

SALISBURY
111.2 SBY
Chan 49
N38°20.70'-W75°30.64'
L-34-36, H-10-12

SNOW HILL
112.4 SWL
Chan 71
N38°03.40'-W75°27.84'
L-36,
H-10-12

HARCUM
108.8 HCM
Chan 25
N37°26.92'-W76°42.68'
L-34-36, H-10-12

HOPEWELL
112.0 HPW
Chan 57
N37°19.73'-W77°06.96'
L-34-36, H-10-12

CAPE CHARLES
112.2 CCV
Chan 59
N37°20.85'-W75°59.86'
L-35-36, H-10-12

WAKES
N37°03.03'
W77°04.13'
L-36 H-10-12

FRANKLIN
110.6 FKN
Chan 43
N36°42.85'-W77°00.74'
L-35-36, H-10-12

SCHOL
N37°10.99'
W75°42.93'
L-35, H-10-12

NORFOLK
116.9 ORF
Chan 116
N36°53.51'-W76°12.02'
L-35-36, H-10-12

SWOPE
N36°31.11'
W76°18.94'
L-35

TAKE OFF MINIMUMS:

RWYS 5, 14, 23, 32: STANDARD

(NOTES CONTINUED ON FOLLOWING PAGE)

N37°53.29'
W75°35.50'

R-200

R-219

R-290

317°

227°

137°

047°

R-201

R-216

R-211

NOTE: Radar required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 047°. Expect radar vectors to assigned departure route/fix. Thence

TAKE-OFF RWY 14: Climb heading 137°. Expect radar vectors to assigned departure route/fix. Thence

TAKE-OFF RWY 23: Climb heading 227°. Expect radar vectors to assigned departure route/fix. Thence

TAKE-OFF RWY 32: Climb heading 317°. Expect radar vectors to assigned departure route/fix. Thence

. . . . maintain 4000 feet. Expect clearance to requested altitude 10 minutes after departure.

KISRR ONE DEPARTURE

TAKE-OFF OBSTACLES

Rwy 5: Mobile Crane 4091' from DER, 1249' right of centerline, 150' AGL/163' MSL. Multiple Ship Masts beginning 2761' from DER, 22' right of centerline, up to 100' AGL/100' MSL. Multiple Ship Masts beginning 2564' from DER, 133' left of centerline, up to 100' AGL/100' MSL. Obstruction light on Pole 3978' from DER, 931' left of centerline, 138' AGL/146' MSL. Multiple Towers beginning 4045' from DER, 982' left of centerline, up to 138' AGL/146' MSL. Obstruction Light on Pole 2898' from DER, 811' right of centerline, 84' AGL/98' MSL. Antenna 4115' from DER, 1585' right of centerline, 117' AGL/131' MSL. Tower 2974' from DER, 772' right of centerline, 90' AGL/98' MSL. Obstruction light on Pole 2696' from DER, 1063' left of centerline, 84' AGL/91' MSL. Bush 29' from DER, 307' right of centerline, 6' AGL/20' MSL. Tree 1459' from DER, 159' left of centerline, 41' AGL/55' MSL. Tower 2938' from DER, 1254' left of centerline, 89' AGL/94' MSL. Tree 1399 from DER, 201' right of centerline, 38' AGL/52' MSL. Sign 82' from DER, 301' left of centerline, 2' AGL/19' MSL. Terrain 23' from DER, 227' left of centerline, 0' AGL/17' MSL.

Rwy 14: Tree 2541' from DER, 432' right of centerline, 101' AGL/121' MSL. Multiple Trees beginning 443' from DER, 398' left of centerline, up to 75' AGL/95' MSL. Pole 1410' from DER, 254' right of centerline, 45' AGL/62' MSL.

Rwy 23: Rod on Obstruction Light Pole 1012' from DER, 650' right of centerline, 56' AGL/73' MSL. Multiple Trees beginning 619' from DER 584' left of centerline, up to 81' AGL/98' MSL. Obstruction Light on Pole, 1433' from DER, 738' left of centerline, 54' AGL/71' MSL. Multiple Trees beginning 323' from DER, 504' right of centerline, up to 26' AGL/43' MSL. Pole 2165' from DER, 840' right of centerline, 57' AGL/74' MSL.

Rwy 32: Multiple Trees beginning 17' from DER, 460' right of centerline, up to 81' AGL/98' MSL. Multiple Trees and Poles beginning 60' from DER, 333' left of centerline, up to 87' AGL/ 92' MSL. Road 207' from DER, 231' right of centerline, 12' AGL/29' MSL. Multiple Obstruction Lights on Towers 201' from DER, 135' left of centerline, up to 12' AGL/27' MSL.

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
NEWPORT NEWS, VA			
NEWPORT NEWS/WILLIAMSBURG			
NTL (PHF)	20	07-25	5,200 feet
	25	02-20	6,550 feet
NORFOLK, VA			
NORFOLK INTL (ORF)	14	05-23	2,850 feet
	23	14-32	6,300 feet
WILMINGTON, DE			
NEW CASTLE (ILG)	01	09-27	4,050 feet
	14	01-19	4,450 feet
	19	14-32	5,750 feet
	32	09-27	3,600 feet

23 SEP 2010 to 21 OCT 2010

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RIVER VISUAL RWY 5

AL-291 (FAA)

NORFOLK INTL (ORF)
NORFOLK, VIRGINIA

ATIS 127.15
NORFOLK APP CON
118.9 353.7
NORFOLK TOWER
120.8 257.8
GND CON
121.9
CLINC DEL
118.5
UNICOM
122.95
ASOS

RADAR REQUIRED

Weather minimums: 2100 foot ceiling and 5
mile visibility.

⚓
NS
Norfolk

LOCALIZER 109.1
I-ORF
Chan 28

LOM
INGLE
329 OR

NORFOLK
116.9 ORF
Chan 116

LAMBERTS POINT
TERMINAL
2500
Recommended

Vertical Guidance Navaid
and Angle: I-ORF 3.00°

1 NM

2

3

4

5

6



RIVER VISUAL RWY 5

PROCEDURE NOT AUTHORIZED AT NIGHT

RIVER VISUAL RWY 5

RNAV (GPS) RWY 5

NORFOLK INTL (ORF)

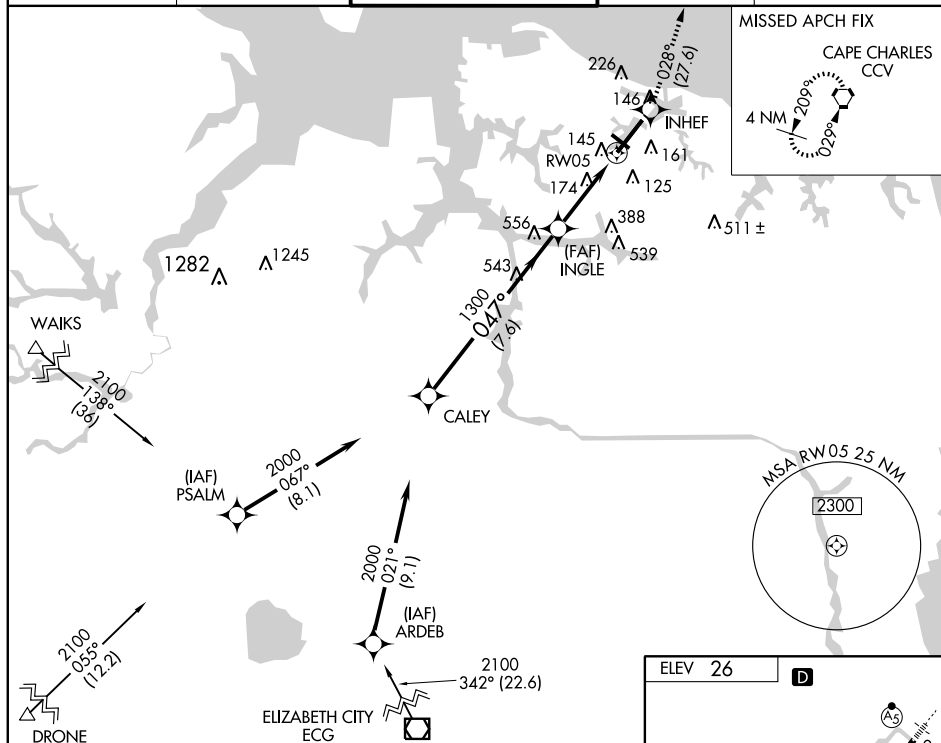
APP CRS 047°	Rwy Idg TDZE Apt Elev	8001 26 26
------------------------	-----------------------------	---------------------------------------

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

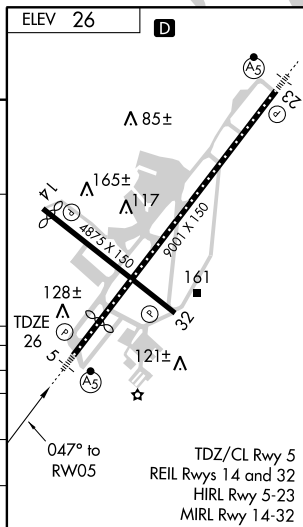


MISSED APPROACH: Climb to 2000 via 047° course to INHEF WP, then via 028° course to CCV VORTAC and hold.

ATIS 127.15	NORFOLK APP CON 118.9 353.7	NORFOLK TOWER 120.8 257.8	GND CON 121.9	CLNC DEL 118.5
-----------------------	---------------------------------------	-------------------------------------	-------------------------	--------------------------



<p>CALEY</p> <p>2000</p> <p>Procedure Turn NA</p> <p>047°</p> <p>1300</p> <p>7.6 NM</p> <p>1.9 NM</p> <p>1.7</p> <p>3.00°</p> <p>TCH 67</p> <p>INHEF</p> <p>2000</p> <p>CRS 047°</p> <p>INHEF</p> <p>CCV</p> <p>112.2</p> <p>1.7 NM to RW05</p>				
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	640/24	614 (700-½)	640/60 614 (700-1¼)	640-1½ 614 (700-1½)
CIRCLING	640-1	614 (700-1)	640-1½ 614 (700-1½)	640-2 614 (700-2)



RNAV (GPS) RWY 14

NORFOLK INTL (ORF)

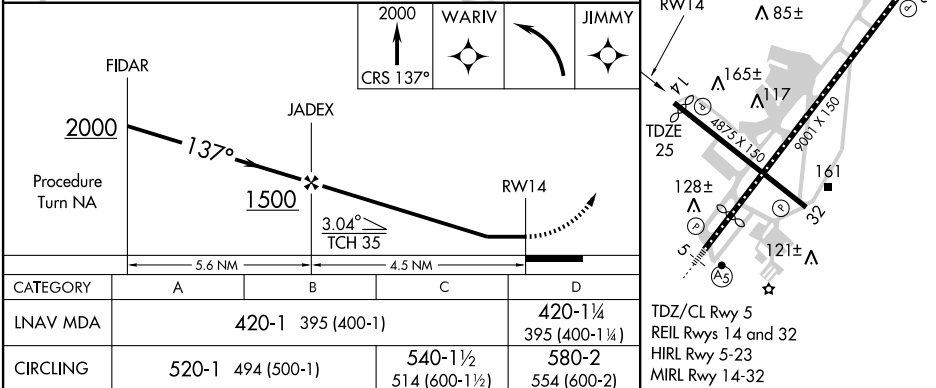
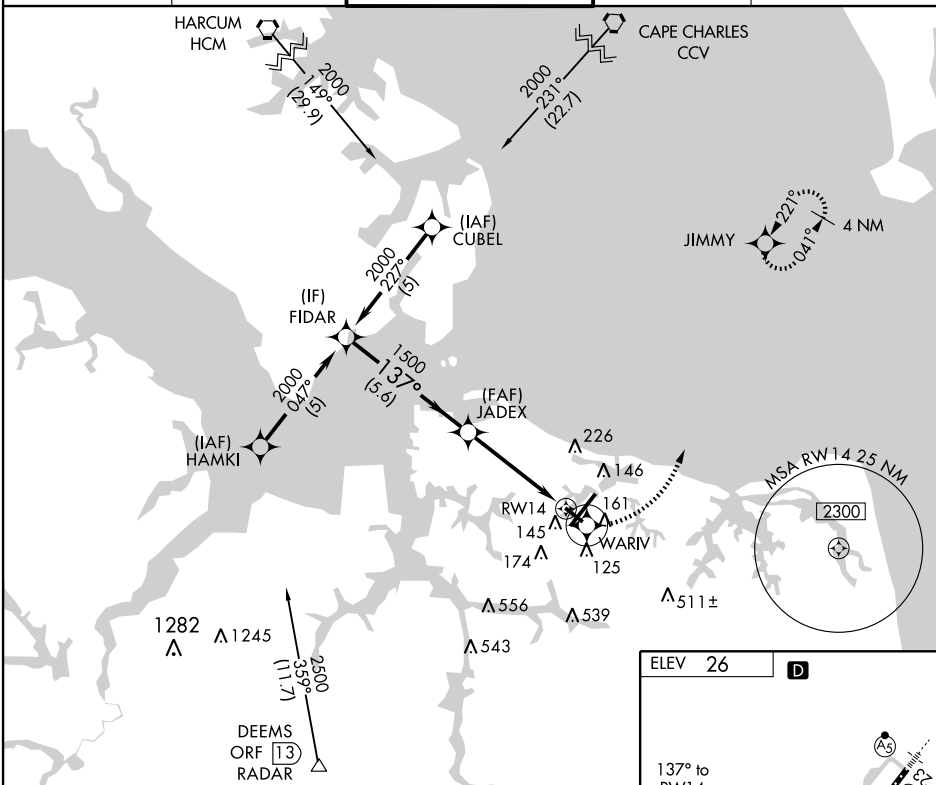
APP CRS 137°	Rwy Idg TDZE Apt Elev	4662 25 26
------------------------	-----------------------------	---------------------------------------



GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 via 137° course to
WARIV WP then left turn direct JIMMY WP and hold.

ATIS 127.15	NORFOLK APP CON 118.9 353.7	NORFOLK TOWER 120.8 257.8	GND CON 121.9	CLNC DEL 118.5
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RNAV (GPS) RWY 23

NORFOLK INTL (ORF)

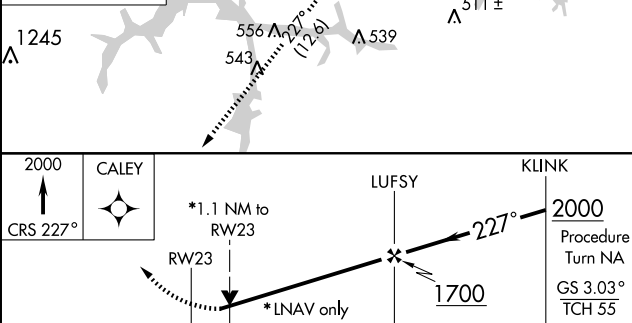
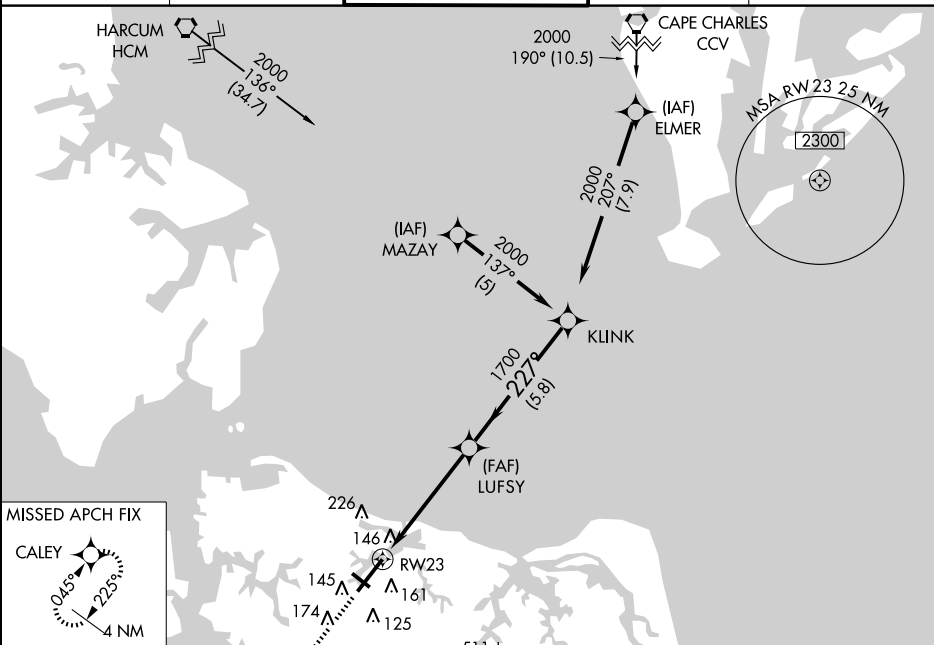
APP CRS 227°	Rwy Idg 9001 TDZE 26 Apt Elev 26
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▼ For inoperative MALSR increase LNAV/VNAV and LNAV Cat D visibility to 1½ miles.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

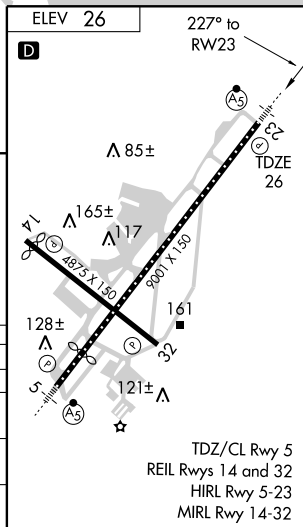


MISSED APPROACH: Climb to 2000 via 227° course to CALEY WP and hold.

ATIS 127.15	NORFOLK APP CON 118.9 353.7	NORFOLK TOWER 120.8 257.8	GND CON 121.9	CLNC DEL 118.5
-----------------------	---------------------------------------	-------------------------------------	-------------------------	--------------------------






CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	420 - ¾ 394 (400-¾)		420 - 1 394 (400-1)	
LNAV MDA	420 - ¾ 394 (400-¾)		420 - 1 394 (400-1)	
CIRCLING	520 - 1¼ 494 (500-1¼)		540 - 1½ 514 (600-1½)	580 - 2 554 (600-2)



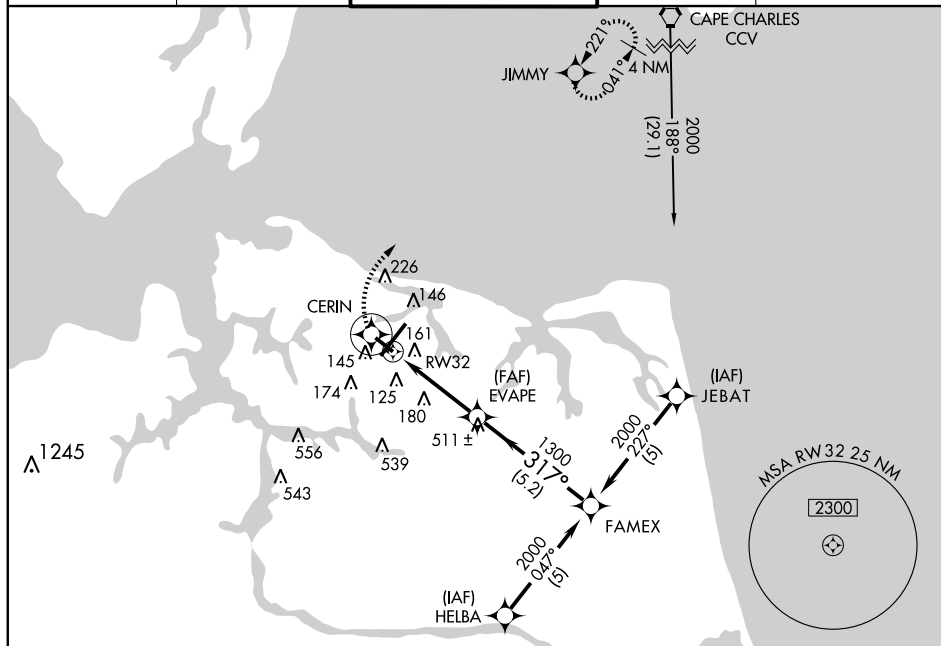
RNAV (GPS) RWY 32
NORFOLK INTL (ORF)

APP CRS 317°	Rwy Idg TDZE Apt Elev	4875 25 26
------------------------	-----------------------------	---------------------------------------

 Baro-VNAV NA below -15°C (5°F).
 GPS or RNP-0.3 required.
 DME/DME RNP-0.3 NA.

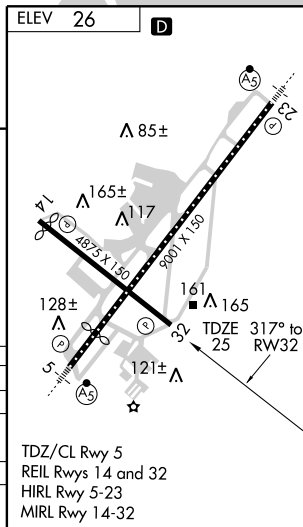
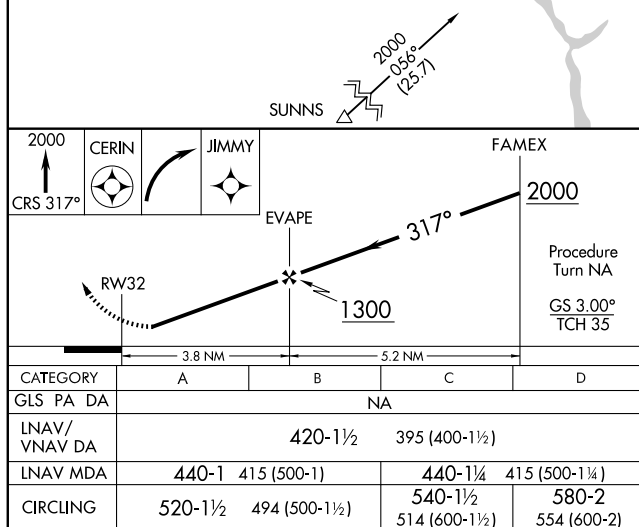
MISSED APPROACH: Climb to 2000 via 317° course to CERIN WP then right turn direct JIMMY WP and hold.

ATIS 127.15	NORFOLK APP CON 118.9 353.7	NORFOLK TOWER 120.8 257.8	GND CON 121.9	CLNC DEL 118.5
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NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010



NORFOLK, VIRGINIA

Orig-A 09015

NORFOLK INTL (ORF)

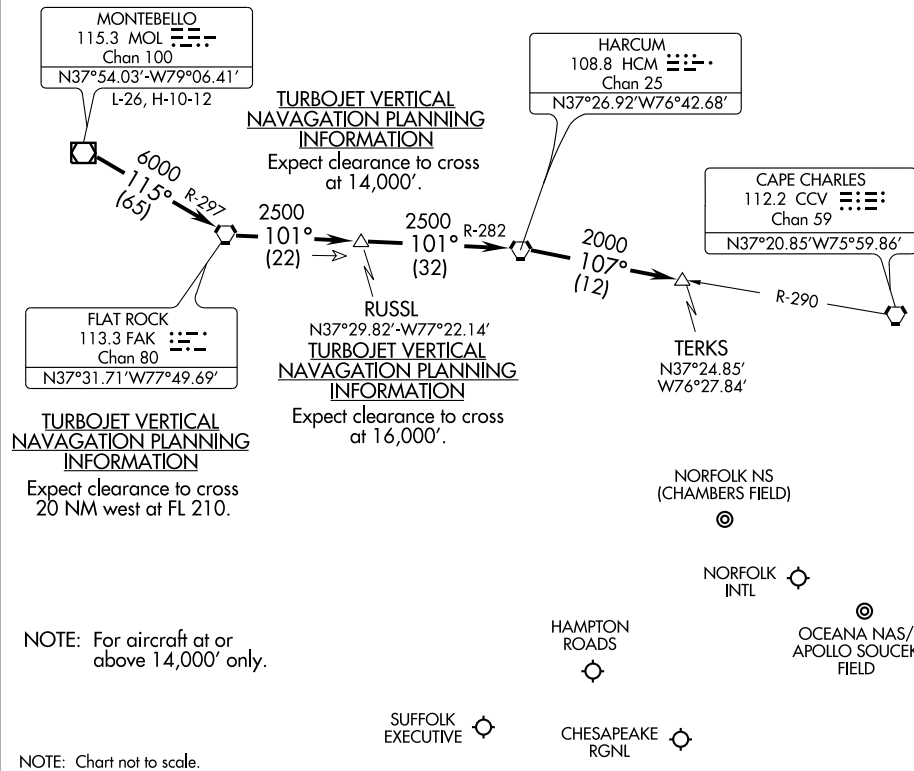
36°54'N - 76°12'W

RNAV (GPS) RWY 32

TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

NORFOLK APP CON
118.9 353.7
NORFOLK INTL ATIS
127.15
NORFOLK NS ATIS
118.425 342.0
OCEANA NAS ATIS
317.6



NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

TERKS TWO ARRIVAL

(TERKS.TERKS2)

08213

NORFOLK, VIRGINIA

From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

VORTAC ORF 116.9 Chan 116	APP CRS 053°	Rwy Idg 8001 TDZE 26 Apt Elev 26
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VOR/DME RWY 5
NORFOLK INTL (ORF)

T Cat D S-5 visibility increased to RVR 6000 for inoperative MALSR.

MALSR

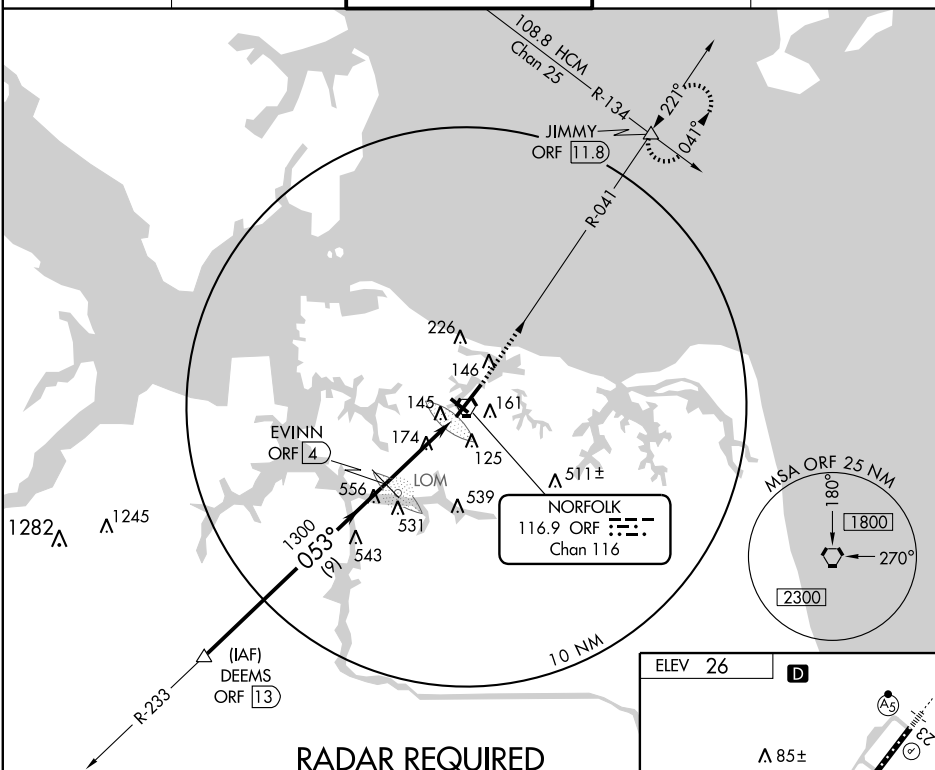
MISSED APPROACH: Climb to 2000 via ORF R-041 to JIMMY Int/11.8 DME and hold.

ATIS
127.15

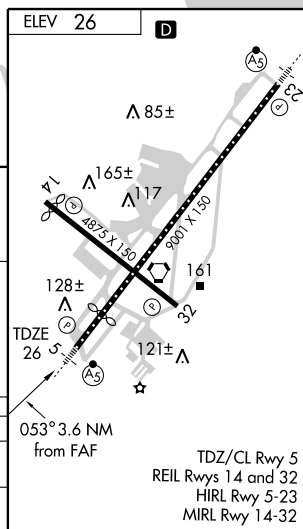
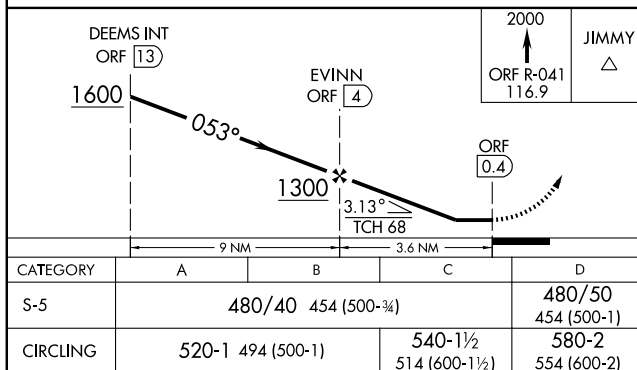
NORFOLK APP CON
118.9 353.7

NORFOLK TOWER
120.8 257.8

GND CON
121.9

CLNC DEL
118.5

RADAR REQUIRED



NORFOLK, VIRGINIA
Amdt 4C 09015

36°54'N - 76°12'W

NORFOLK INTL (ORF)
VOR/DME RWY 5

NE-3. 23 SEP 2010 to 21 OCT 2010

VORTAC ORF 116.9 Chgn 116	APP CRS 129°	Rwy Idg 4662 TDZE 25 Apt Elev 26
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VOR/DME RWY 14
NORFOLK INTL (ORF)



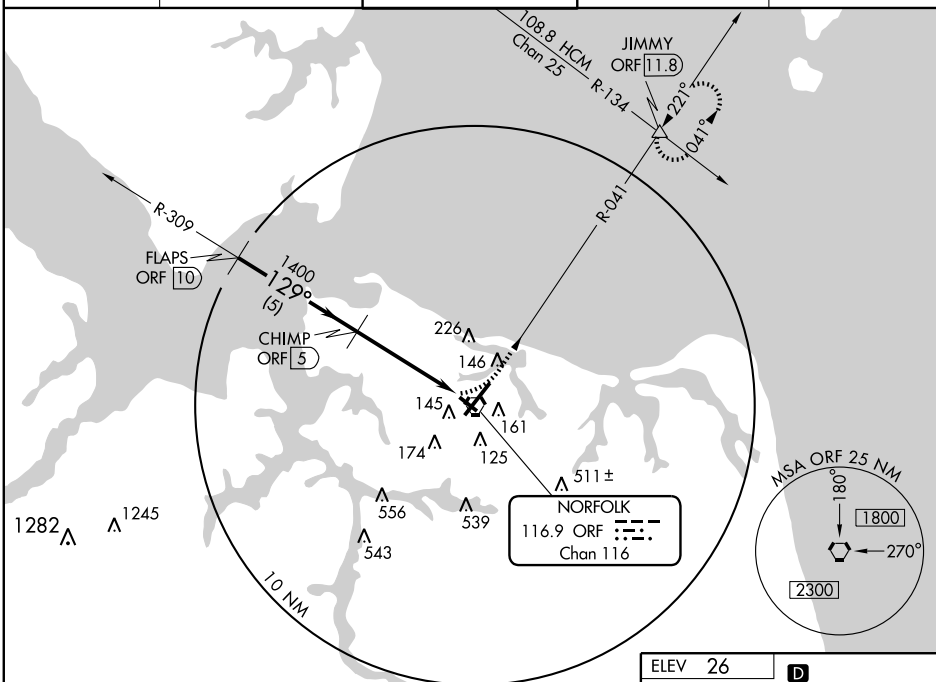
MISSED APPROACH: Climbing left turn to 2000 via ORF R-041 to JIMMY Int/11.8 DME and hold.

ATIS
127.15

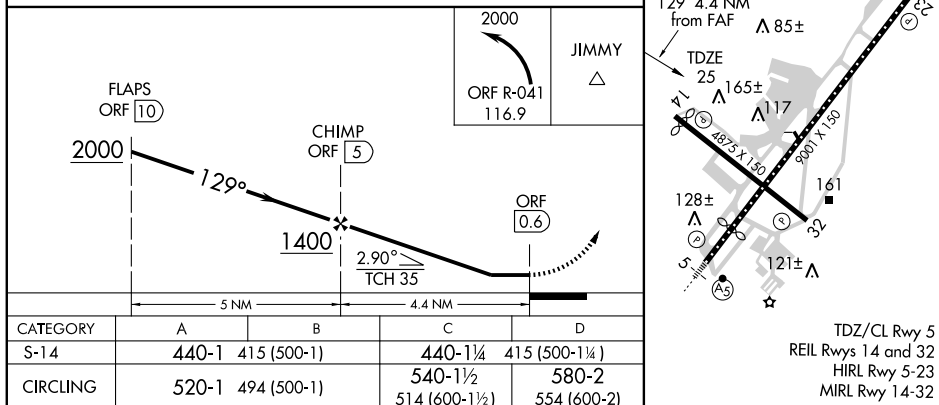
NORFOLK APP CON
118.9 353.7

NORFOLK TOWER
120.8 257.8

GND CON
121.9

CLNC DEL
118.5

RADAR REQUIRED



NORFOLK, VIRGINIA
Amdt 2D 09015

36°54' N - 76°12' W

NORFOLK INTL (ORF)
VOR/DME RWY 14

NE-3. 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC ORF 116.9 Chan 116	APP CRS 326°	Rwy ldg TDZE 25 Apt Elev 26	4875
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VOR/DME RWY 32

NORFOLK INTL (ORF)



MISSED APPROACH: Climbing right turn to 2000 via ORF R-041 to JIMMY Int/11.8 DME and hold.

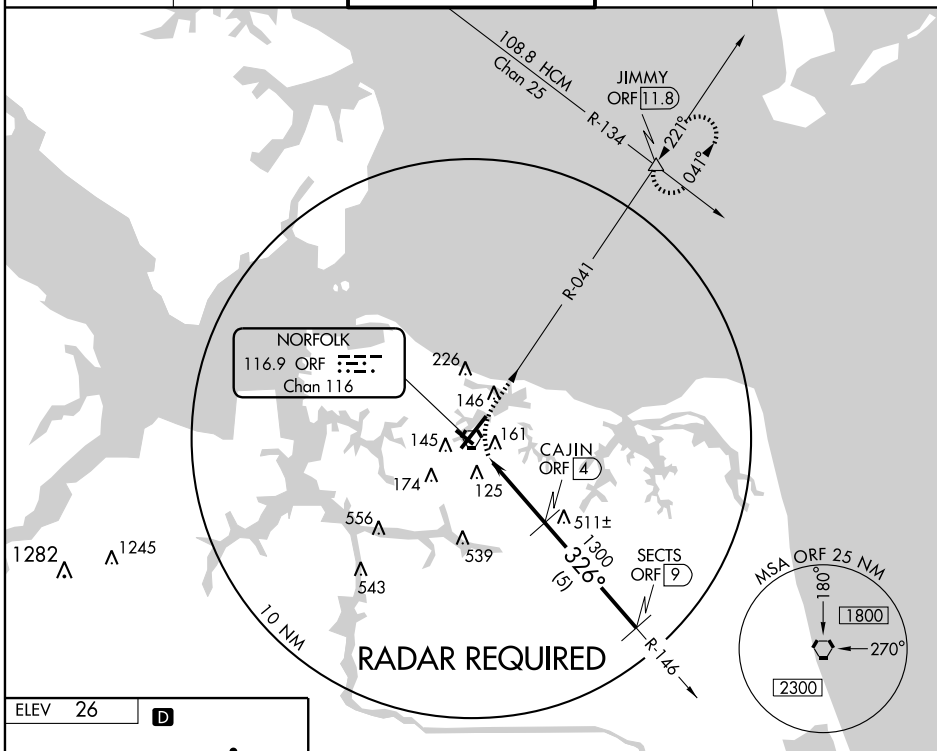
ATIS
127.15

NORFOLK APP CON
118.9 353.7

NORFOLK TOWER
120.8 257.8

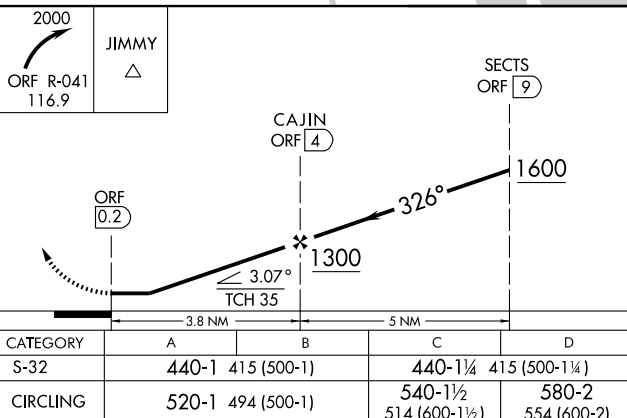
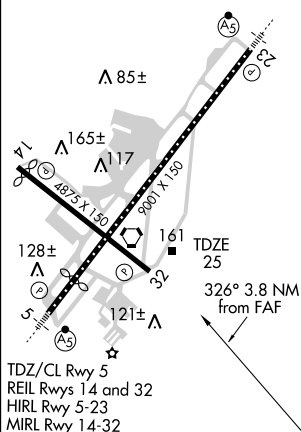
GND CON
121.9

CLNC DEL
118.5



ELEV **26**

D



NORFOLK, VIRGINIA

Amdt 4D 09015

36°54'N - 76°12'W

NORFOLK INTL (ORF)

VOR/DME RWY 32

VORTAC ORF 116.9 Chan 116	APP CRS 221°	Rwy Idg 9001 TDZE 26 Apt Elev 26
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VOR RWY 23
NORFOLK INTL (ORF)

T All categories S-23 visibilities increased ¼ mile for inoperative MALSR.

MALSR

MISSED APPROACH: Climb to 2000 via ORF R to DEEMS Int/ORF 13 DME and hold.

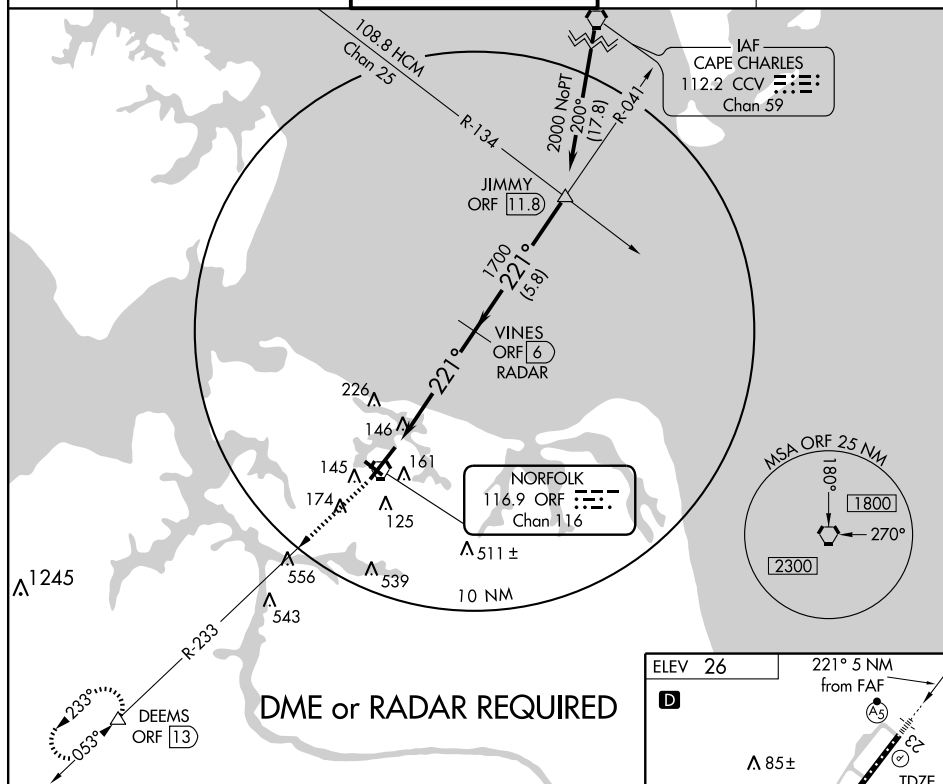
ATIS
127.15

NORFOLK APP CON
118.9 353.7

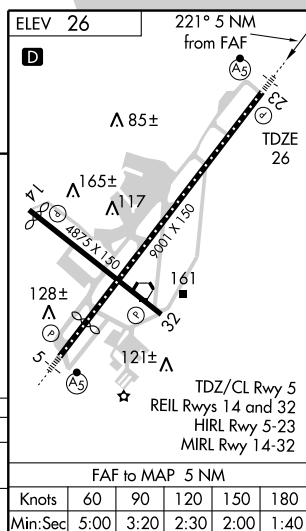
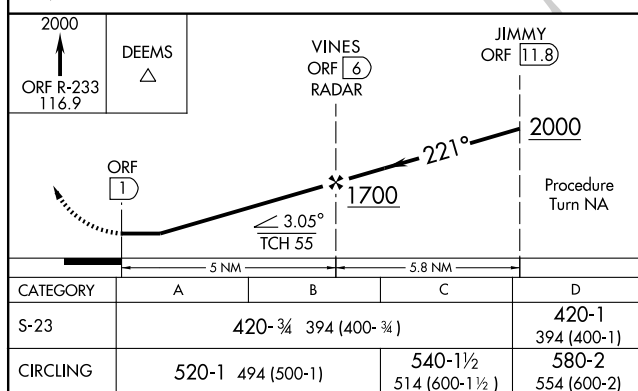
NORFOLK TOWER
120.8 257.8

GND CON
121.9

CLNC DEL
118.5



DME or RADAR REQUIRED



NORFOLK, VIRGINIA
Amdt 8C 09015

36°54'N - 76°12'W

NORFOLK INTL (ORF)
VOR RWY 23

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010

NORFOLK

CHESAPEAKE RGNL (CPK) 12 S UTC-5(-4DT) N36°39.94' W76°19.24'

19 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE CPK

RWY 05-23: H5500X100 (ASPH-GRVD) S-30 HIRL

RWY 05: MALSR. PAPI(P4L)—GA 3.0° TCH 42'. Tree.

RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 42'. Tree. Rgt tfc.

AIRPORT REMARKS: Attended 1300-0100Z±. For fuel after hrs call in advance 757-421-9000. Self-svc avbl. Deer and geese on and in/ov rwy. Small trees along east side of rwy approximately 400' to 500' off rwy centerline. Noise abatement procedures in effect; ctc arpt manager 757-432-8110. TPA 1019(1000), turbine/large acft 1519(1500). ACTIVATE HIRL Rwy 05-23, MALSR Rwy 05 and REIL Rwy 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 123.675 (757) 421-0252.

COMMUNICATIONS: CTAF 123.05 **UNICOM** 123.075

(R) NORFOLK APP/DEP CON 118.9 **GC0** 135.075 (NORFOLK CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

NORFOLK (H) VORTAC 116.9 ORF Chan 116 N36°53.51'

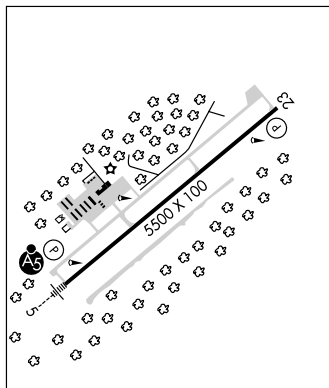
W76°12.02' 210° 14.8 NM to fld. 20/07W.

CHES1 NDB (MHW-LOM) 233 EY N36°35.99' W76°22.91' 046°

4.9 NM to fld.

ILS/DME 111.7 I-EYK Chan 54 Rwy 05. Class IB. LOM

CHES1 NDB. LOM unusable byd 15 NM.



HAMPTON ROADS EXECUTIVE (PVG) 7 SW UTC-5(-4DT) N36°46.81' W76°26.93'

23 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE DCA

RWY 10-28: H4056X70 (ASPH) S-12.5 MIRL

RWY 10: Hill. Rgt tfc, fixed wing acft.

RWY 28: Thld dspcd 200'. Trees.

RWY 02-20: H3524X70 (ASPH) S-12.5 MIRL

RWY 02: Thld dspcd 898'. Road.

RWY 20: Thld dspcd 928'. Trees. Rgt tfc, fixed wing acft.

AIRPORT REMARKS: Attended Apr-Oct 1300-0100Z±, Nov-Mar 1300-2300Z±. Extensive helicopter training. Deer on and in/ov arpt. 1049 ft MSL towers 1.5 NM NW of field. Rwy 10-28 preferred use rwy. Multiple +1000' AGL towers 1.5 NM northwest of afd. TPA-700(677) for helicopters. ACTIVATE MIRL Rwy 02-20 and Rwy 10-28—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.375 (757) 465-2175.

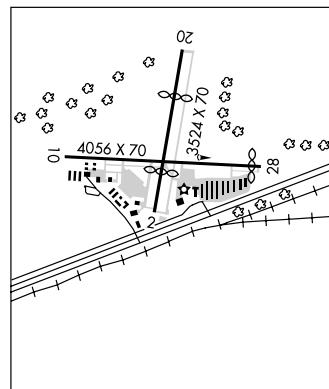
COMMUNICATIONS: CTAF/UNICOM 123.0

(R) NORFOLK APP/DEP CON 118.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

NORFOLK (H) VORTAC 116.9 ORF Chan 116 N36°53.51'

W76°12.02' 248° 13.7 NM to fld. 20/07W.



WASHINGTON

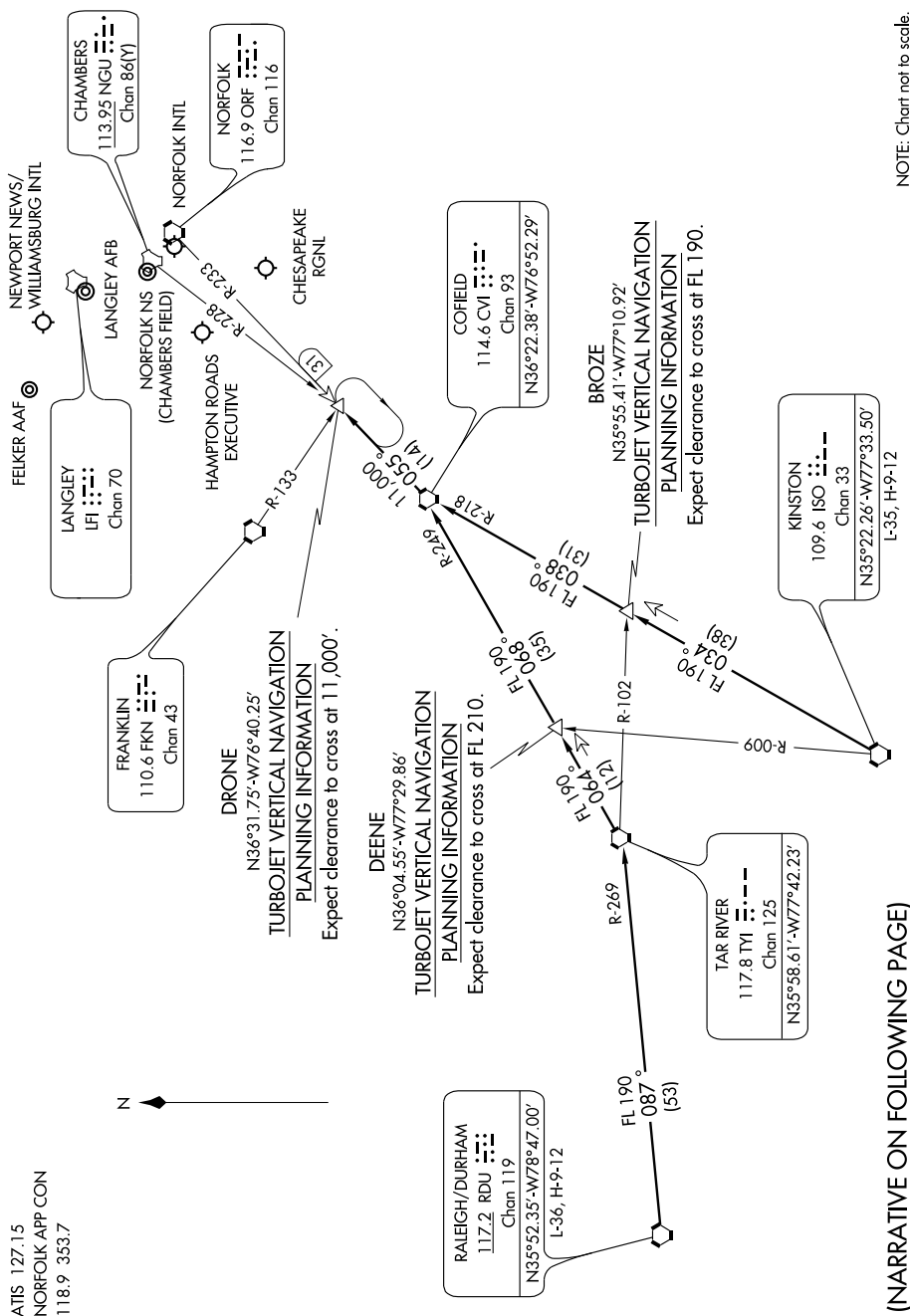
L-350, 36H

IAP

DRONE ONE ARRIVAL

NE-3, 23 SEP 2010 to 21 OCT 2010

ATIS 127.15
NORFOLK APP CON
118.9 353.7

 $\mathbf{z} \rightarrow$ 

(NARRATIVE ON FOLLOWING PAGE)

NE-3. 23 SEP 2010 to 21 OCT 2010

NOTE: Chart not to scale.

DRONE ONE ARRIVAL
(DRONE.DRONE1) 08269

NORFOLK, VIRGINIA

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1): From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS
102°

Rwy Idg **4056**
TDZE **20**
Apt Elev **23**

RNAV (GPS) RWY 10

NORFOLK/HAMPTON ROADS EXECUTIVE (PVG)

▼ If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

▲ NA

MISSED APPROACH: Climbing right turn to 2100 direct DRONE and hold.

AWOS-3
118.375

NORFOLK APP CON
118.9 353.7

UNICOM
123.0 (CTAF) 0

(IAF) FRANKLIN
FKN

2100
085°
(16.6)

MSA RW10 25 NM

2300

(IF) SEZJY

1600
102°
(6.1)

(FAF) PEFOC

RW10

178

2100
008°
(15.5)

(IAF) DRONE

053°
233°
5 NM

ELEV 23

Rwy 2 Idg 2626'
Rwy 20 Idg 2596'
Rwy 28 Idg 3856'

Procedure
Turn NA

2100

VGSI and descent angles
not coincident.

PEFOC

102°

1600

3.04
TCH 40

2100

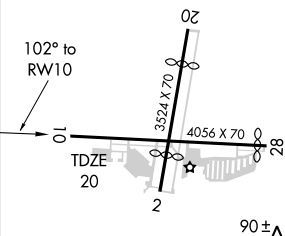
DRONE
▲

RW10

6.1 NM

4.8 NM

CATEGORY	A	B	C	D
LNNAV MDA	440-1	420 (500-1)	NA	
CIRCLING	500-1	477 (500-1)	NA	



MIRL Rwy 2-20 and 10-28 0

APP CRS **292°**
 Rwy Idg **3856**
 TDZE **20**
 Apt Elev **23**

RNAV (GPS) RWY 28

NORFOLK/HAMPTON ROADS EXECUTIVE (PVG)

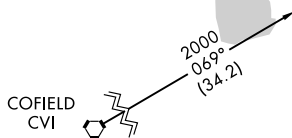
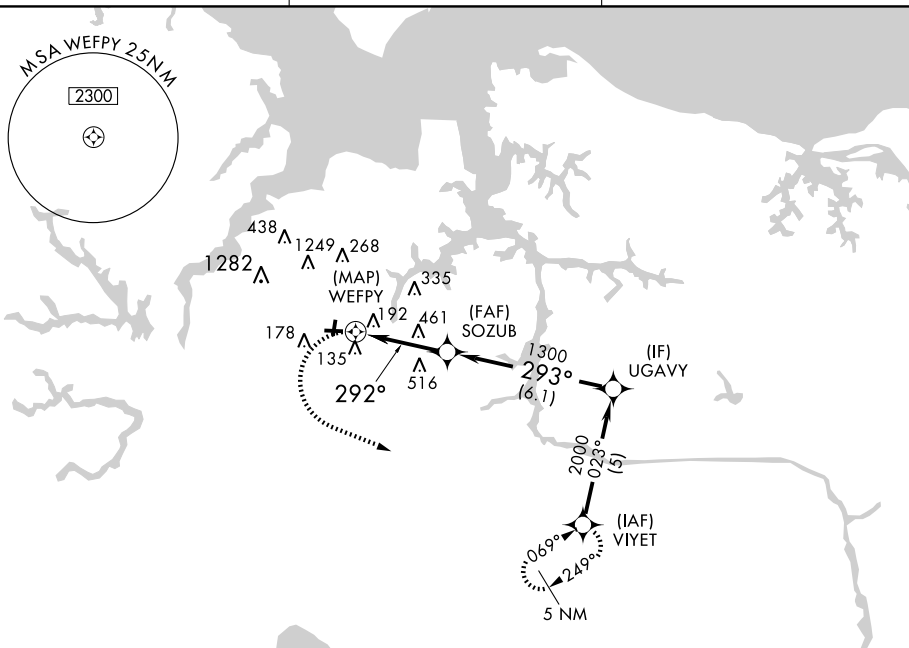
▼ If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct VIYET and hold.

AWOS-3
118.375

NORFOLK APP CON
118.9 353.7

UNICOM
123.0 (CTAF) 0



Procedure NA for arrivals at CVI VORTAC on airway radials 055 CW 086.

2000

VIYET

VGSI and descent angles not coincident.

UGAVY

2000

Procedure Turn NA

WEFPY

SOZUB

292°
 3.05°
 TCH 40

1300

293°

6.1 NM

CATEGORY

A

B

C

D

LNAV MDA

820-1
 800 (800-1)

820-1¼
 800 (800-1¼)

NA

CIRCLING

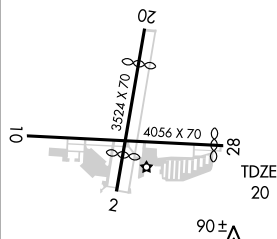
820-1
 797 (800-1)

820-1¼
 797 (800-1¼)

NA

ELEV 23

Rwy 2 Idg 2626'
 Rwy 20 Idg 2596'
 Rwy 28 Idg 3856'

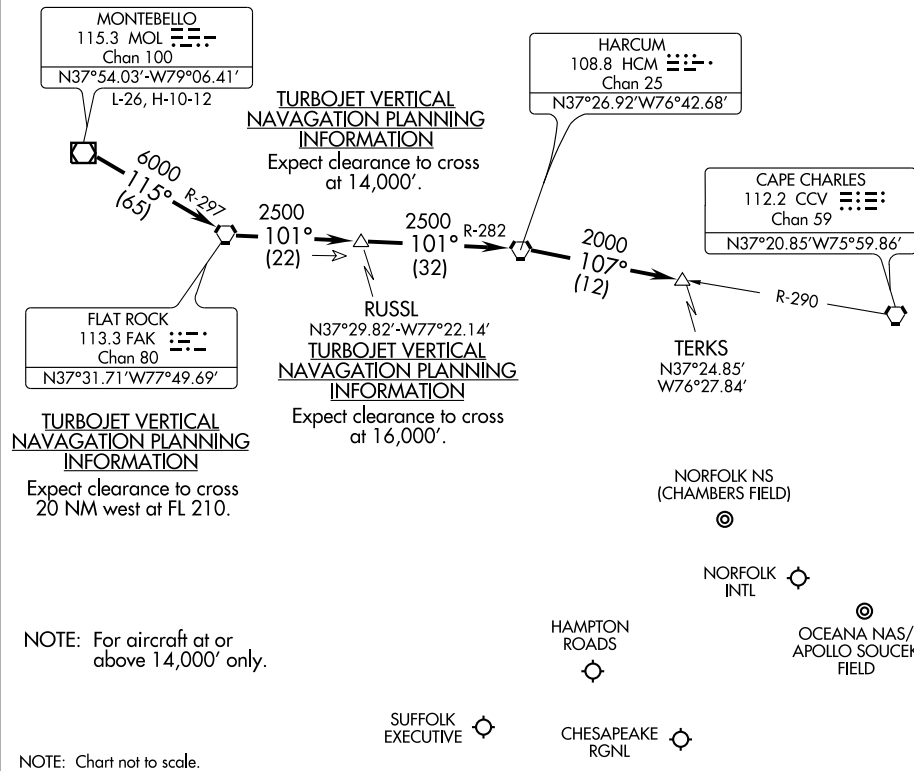


MIRL Rwy 2-20 and 10-28 0

TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

NORFOLK APP CON
118.9 353.7
NORFOLK INTL ATIS
127.15
NORFOLK NS ATIS
118.425 342.0
OCEANA NAS ATIS
317.6



NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

TERKS TWO ARRIVAL

(TERKS.TERKS2)

08213

NORFOLK, VIRGINIA

From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

ORANGE CO (OMH) 3 E UTC-5(-4DT) N38°14.83' W78°02.74'

465 B S2 FUEL 100LL, JET A+ NOTAM FILE OMH

RWY 08-26: H3200X75 (ASPH-AFSC) S-12 MIRL 0.6% up NE

RWY 08: REIL. PAPI (P2L)—GA 4.0° TCH 39'. Trees.

RWY 26: REIL. PAPI (P2L)—GA 4.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended 1330-2300Z†. Fuel 100LL self svc after hrs. Fuel Jet A+ self svc after hrs. Parachute Jumping. ACTIVATE MIRL Rwy 08-26, REIL Rwy 08 and Rwy 26 and PAPI Rwy 08 and Rwy 26—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.075 (540) 672-0505.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ POTOMAC APP/DEP CON 132.85

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

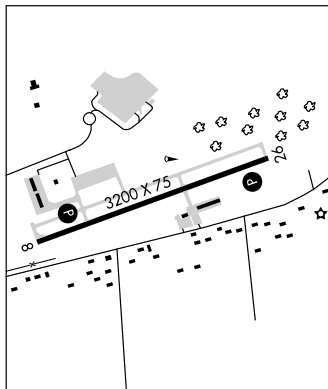
GORDONSVILLE (H) VORTAC 115.6 GVE Chan 103 N38°00.82'

W78°09.18' 026° 14.9 NM to fld. 382/06W. HIWAS.

WASHINGTON

L-34E, 36H, A

IAP



PETERSBURG N37°07.81' W77°34.48' NOTAM FILE PTB.

NDB (MHW) 284 PTB 053° 4.6 NM to Dinwiddie County.

Unmonitored when arpt unattended.

WASHINGTON

L-36H

PETERSBURG

DINWIDDIE CO (PTB) 5 SW UTC-5(-4DT) N37°11.03' W77°30.44'

193 B S4 FUEL 100LL, JET A TPA—993(800) NOTAM FILE PTB

RWY 05-23: H5002X100 (ASPH-GRVD) S-12.5, 2S-83 MIRL

RWY 05: REIL. ODALS. PAPI(P4L)—TCH 42'. Tree.

RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

RWY 14-32: H3061X50 (ASPH) S-4

RWY 14: Tree. RWY 32: Tree.

AIRPORT REMARKS: Attended Apr-Sep Mon-Sun 1200-0000Z†, Oct-Mar Mon-Sun 1200-2300Z†. Self-svc fueling available after hrs. Rwy 14-32 some cracking mainly at the Rwy 14 end. Rwy 14-32 broken pavement on shoulders by 25 ft left and right of centerline. Rwy 14-32 gross weight limited by arpt operator to 4000 lbs single wheel gear. Ultralight activity on and invov arpt. Rwy 14 old thld markings visible on rwy. ACTIVATE MIRL Rwy 05-23, PAPI Rwy 05 and Rwy 23, ODALS Rwy 05 and REIL Rwy 05 and Rwy 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 133.325 (804) 861-5551.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ POTOMAC APP/DEP CON 134.7

GCO 135.075 (POTOMAC

CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

HOPEWELL (L) VORTAC 112.0 HPW Chan 57 N37°19.73'

W77°06.96' 251° 20.7 NM to fld. 70/06W. HIWAS.

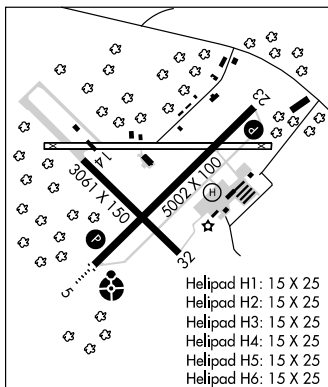
NDB (MHW) 284 PTB N37°07.81' W77°34.48' 053° 4.6 NM to fld. NOTAM FILE PTB. Unmonitored when arpt unattended.

ILS 110.3 I-JLS Rwy 05. LOC only. Unmonitored when arpt unattended.

WASHINGTON

H-10H, 12I, L-36H

IAP



Helipad H1: 15 X 25
Helipad H2: 15 X 25
Helipad H3: 15 X 25
Helipad H4: 15 X 25
Helipad H5: 15 X 25
Helipad H6: 15 X 25

HELIPAD H1: H15X25 (CONC)

HELIPAD H2: H15X25 (CONC)

HELIPAD H3: H15X25 (CONC)

HELIPAD H4: H15X25 (CONC)

HELIPAD H5: H15X25 (CONC)

HELIPAD H6: H15X25 (CONC)

APP CRS	Rwy Idg	3200
075°	TDZE	446
	Apt Elev	465

GPS RWY 8

ORANGE COUNTY (OMH)

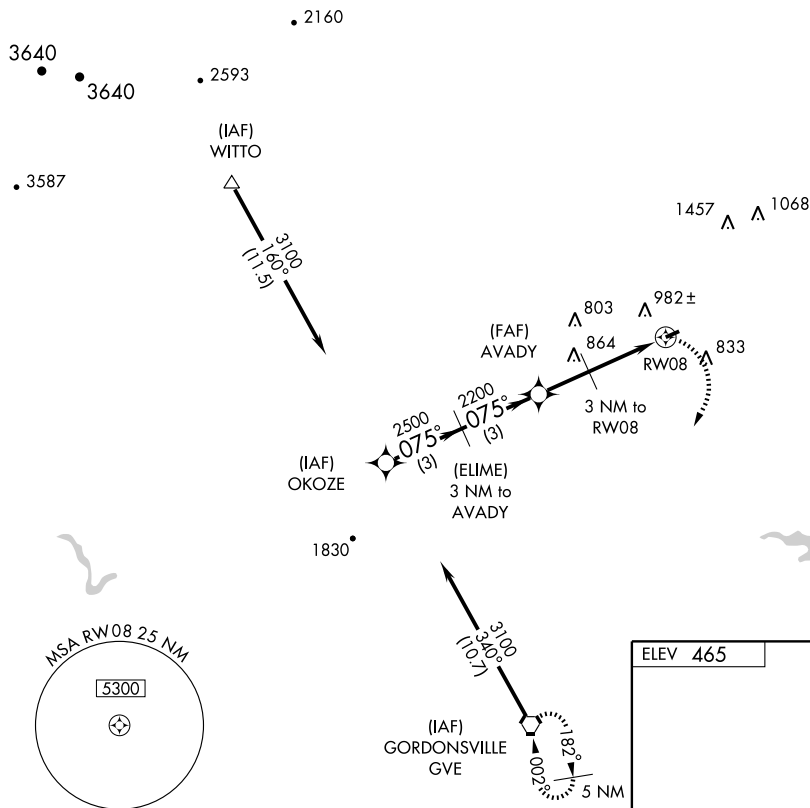


MISSED APPROACH: Climbing right turn to 3500 direct GVE VORTAC and hold.

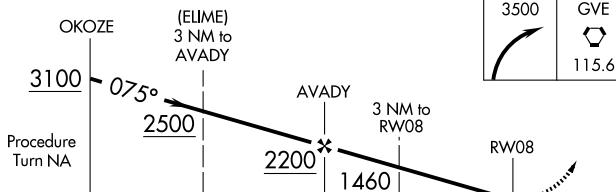
AWOS-3
118.075

POTOMAC APP CON
132.85 257.75

UNICOM
122.8 (CTAF) 0



ELEV 465



CATEGORY	A	B	C	D
S-8	1120-1 674 (700-1)			NA
CIRCLING	1360-1 895 (900-1 1/4)			NA

MIRL Rwy 8-26 0

REIL Rwys 8 and 26 0

VORTAC GVE 115.6 Chan 103	APP CRS 026°	Rwy Idg TDZE Apt Elev	N/A N/A 465
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VOR/DME or GPS-A

ORANGE COUNTY (OMH)



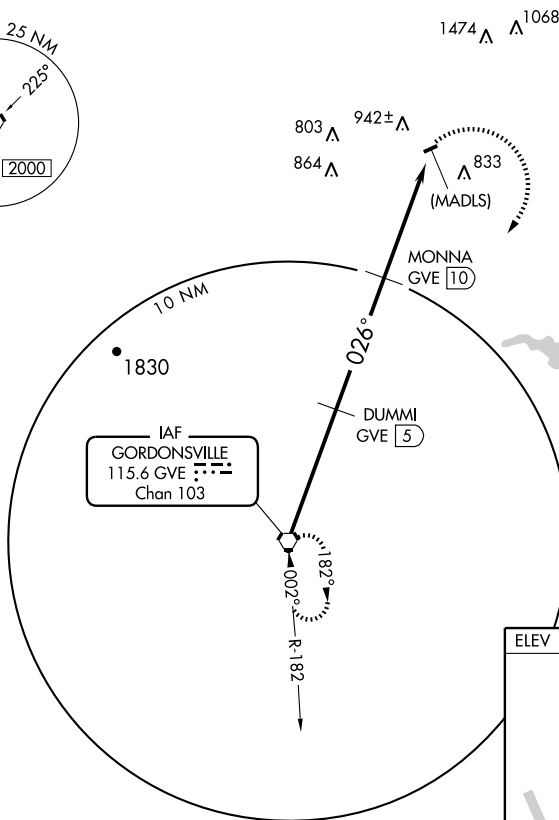
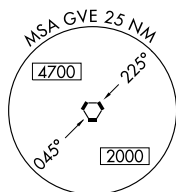
NA

MISSED APPROACH: Climbing right turn to 3500 direct GVE VORTAC and hold.

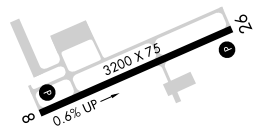
AWOS-3
118.075

POTOMAC APP CON
132.85 257.75

UNICOM
122.8 (CTAF) **0**

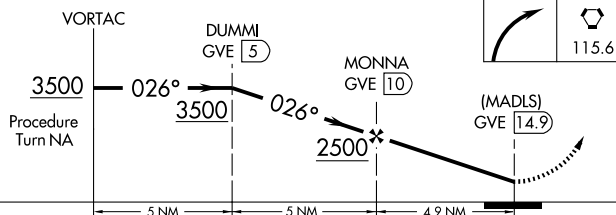


ELEV 465



026° 4.9 NM
from FAF

MIRL Rwy 8-26 **0**
REIL Rws 8 and 26 **0**



CATEGORY	A	B	C	D
CIRCLING	2000-3 1546 (1600-3)		NA	

ORANGE CO (OMH) 3 E UTC-5(-4DT) N38°14.83' W78°02.74'

465 B S2 FUEL 100LL, JET A+ NOTAM FILE OMH

RWY 08-26: H3200X75 (ASPH-AFSC) S-12 MIRL 0.6% up NE

RWY 08: REIL. PAPI (P2L)—GA 4.0° TCH 39'. Trees.

RWY 26: REIL. PAPI (P2L)—GA 4.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended 1330-2300Z†. Fuel 100LL self svc after hrs. Fuel Jet A+ self svc after hrs. Parachute Jumping. ACTIVATE MIRL Rwy 08-26, REIL Rwy 08 and Rwy 26 and PAPI Rwy 08 and Rwy 26—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.075 (540) 672-0505.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ POTOMAC APP/DEP CON 132.85

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

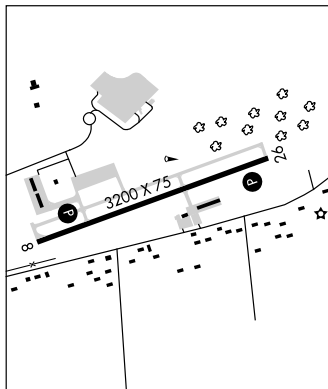
GORDONSVILLE (H) VORTAC 115.6 GVE Chan 103 N38°00.82'

W78°09.18' 026° 14.9 NM to fld. 382/06W. HIWAS.

WASHINGTON

L-34E, 36H, A

IAP



PETERSBURG N37°07.81' W77°34.48' NOTAM FILE PTB.

NDB (MHW) 284 PTB 053° 4.6 NM to Dinwiddie County.

Unmonitored when arpt unattended.

WASHINGTON

L-36H

PETERSBURG

DINWIDDIE CO (PTB) 5 SW UTC-5(-4DT) N37°11.03' W77°30.44'

193 B S4 FUEL 100LL, JET A TPA—993(800) NOTAM FILE PTB

RWY 05-23: H5002X100 (ASPH-GRVD) S-12.5, 2S-83 MIRL

RWY 05: REIL. ODALS. PAPI(P4L)—TCH 42'. Tree.

RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

RWY 14-32: H3061X50 (ASPH) S-4

RWY 14: Tree. RWY 32: Tree.

AIRPORT REMARKS: Attended Apr-Sep Mon-Sun 1200-0000Z†, Oct-Mar Mon-Sun 1200-2300Z†. Self-svc fueling available after hrs. Rwy 14-32 some cracking mainly at the Rwy 14 end. Rwy 14-32 broken pavement on shoulders by 25 ft left and right of centerline. Rwy 14-32 gross weight limited by arpt operator to 4000 lbs single wheel gear. Ultralight activity on and in/ov arpt. Rwy 14 old thld markings visible on rwy. ACTIVATE MIRL Rwy 05-23, PAPI Rwy 05 and Rwy 23, ODALS Rwy 05 and REIL Rwy 05 and Rwy 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 133.325 (804) 861-5551.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ POTOMAC APP/DEP CON 134.7

GCO 135.075 (POTOMAC

CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

HOPEWELL (L) VORTAC 112.0 HPW Chan 57 N37°19.73'

W77°06.96' 251° 20.7 NM to fld. 70/06W. HIWAS.

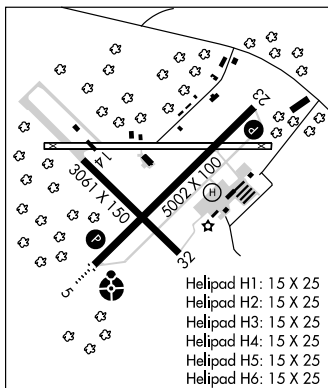
NDB (MHW) 284 PTB N37°07.81' W77°34.48' 053° 4.6 NM to fld. NOTAM FILE PTB. Unmonitored when arpt unattended.

ILS 110.3 I-JLS Rwy 05. LOC only. Unmonitored when arpt unattended.

WASHINGTON

H-10H, 12I, L-36H

IAP



HELIPAD H1: H15X25 (CONC)

HELIPAD H2: H15X25 (CONC)

HELIPAD H3: H15X25 (CONC)

HELIPAD H4: H15X25 (CONC)

HELIPAD H5: H15X25 (CONC)

HELIPAD H6: H15X25 (CONC)

LOC I-JLS 110.3	APP CRS 051°	Rwy Idg TDZE Apt Elev	5002 193 193
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LOC/NDB RWY 5

PETERSBURG / DINWIDDIE COUNTY (PTB)

NA Circling to Rwy 14/32 NA at night. Inoperative table does not apply to S-5 Cat C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chesterfield County altimeter setting and increase all MDA 40 feet.



MISSED APPROACH: Climbing left turn to 2000 via heading 355° and RIC R-223 to MATOX Int/RIC 16.3 DME and hold.

AWOS-3

133.325

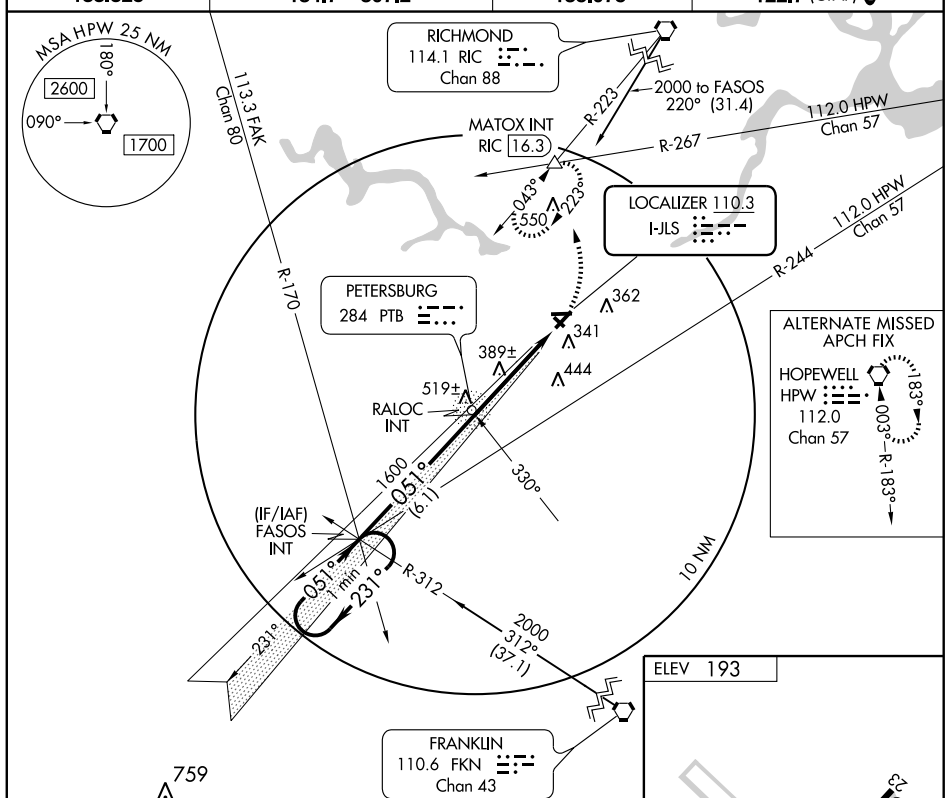
POTOMAC APP CON

134.7 307.2

GCO

135.075

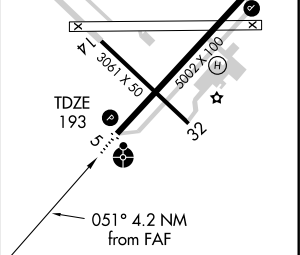
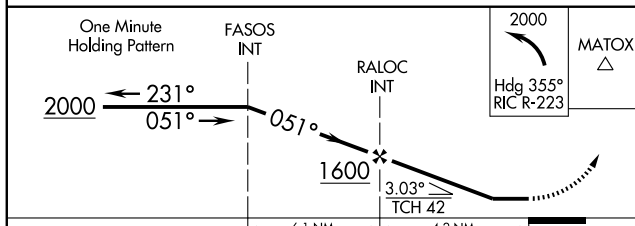
UNICOM

122.7 (CTAF) 0


ALTERNATE MISSED APCH FIX


HOPEWELL
HPW 112.0
Chan 57

ELEV 193



CATEGORY	A	B	C	D
S-5	640-3/4	447 (500-3/4)	640-1 1/4 447 (500-1 1/4)	NA
CIRCLING	680-1	487 (500-1)	680-1 1/2 487 (500-1 1/2)	NA

MIRL Rwy 5-23 

REIL Rwy 5 and 23 

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

WAAS CH 86706 W23A	APP CRS 231°	Rwy Idg TDZE 191 Apt Elev 193	5002
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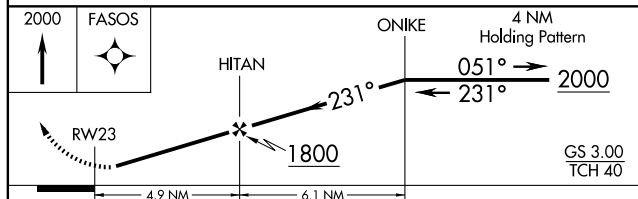
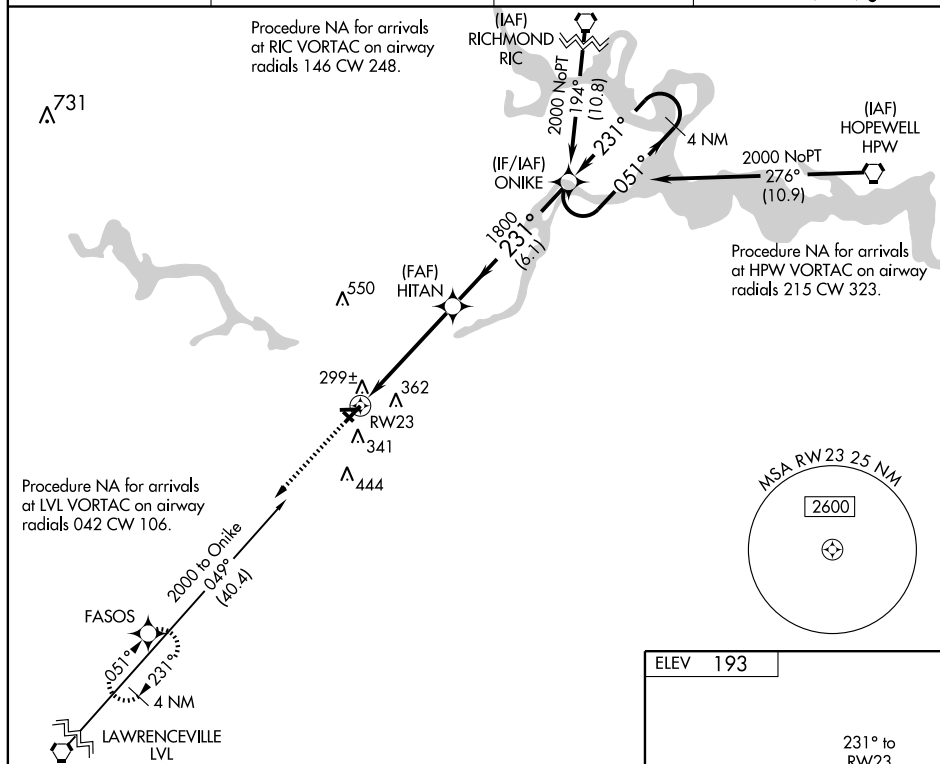
RNAV (GPS) RWY 23

PETERSBURG / DINWIDDIE COUNTY (PTB)

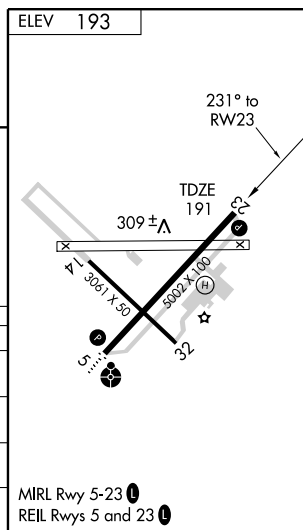
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chesterfield County altimeter setting and increase all DAs/MDAs 40 feet. LPV and LNAV/VNAV all Cals visibility ¼ mile and LNAV Cat C ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct FASOS and hold.

AWOS-3 133.325	POTOMAC APP CON 134.7 307.2	GCO 135.075	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	499-1	308 (400-1)		NA
LNAV/VNAV DA	644-1½	453 (500-1½)		NA
LNAV MDA	560-1	369 (400-1)		NA
CIRCLING	660-1	467 (500-1)	660-1½ 467 (500-1½)	NA



VORTAC HPW
112.0
Chan **57**

APP CRS
252°

Rwy Idg
TDZE
Apt Elev
5002
192
193

VOR RWY 23

PETERSBURG / DINWIDDIE COUNTY (PTB)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Chesterfield County altimeter setting and increase all MDAs 40 feet.

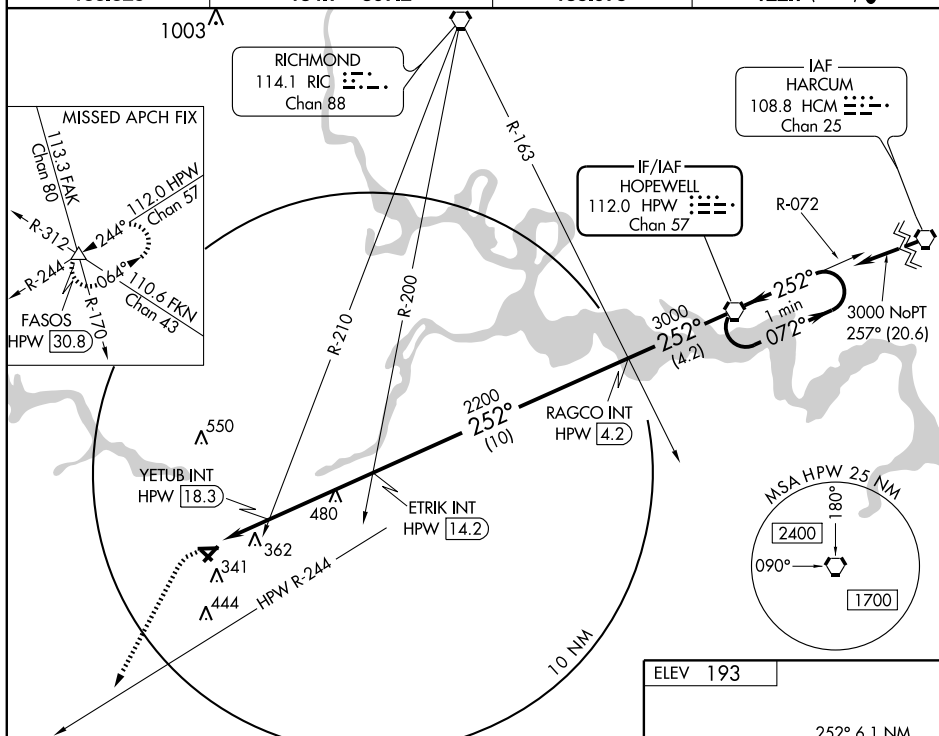
MISSED APPROACH: Climb to 2000 via heading 214° and HPW R-244 to FASOS INT/HPW 30.8 DME and hold.

AWOS-3
133.325

POTOMAC APP CON
134.7 307.2

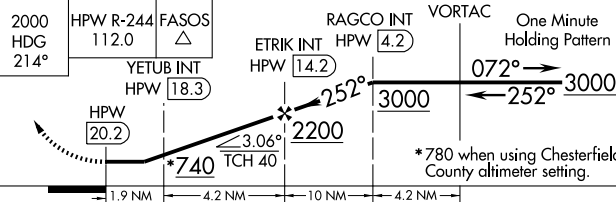
GCO
135.075

UNICOM
122.7 (CTAF) 0

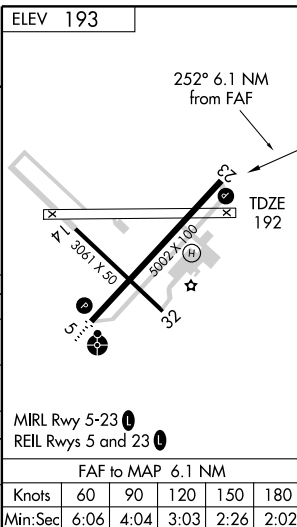


NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010



CATEGORY	A	B	C	D
S-23	740-1 548 (600-1)	740-1¼ 548 (600-1¼)	740-1½ 548 (600-1½)	NA
CIRCLING	740-1 547 (600-1)	740-1¼ 547 (600-1¼)	740-1½ 547 (600-1½)	NA
YETUB FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-23	620-1 428 (500-1)	620-1¼ 428 (500-1¼)	620-1½ 428 (500-1½)	NA
CIRCLING	660-1 467 (500-1)	660-1¼ 467 (500-1¼)	660-1½ 467 (500-1½)	NA

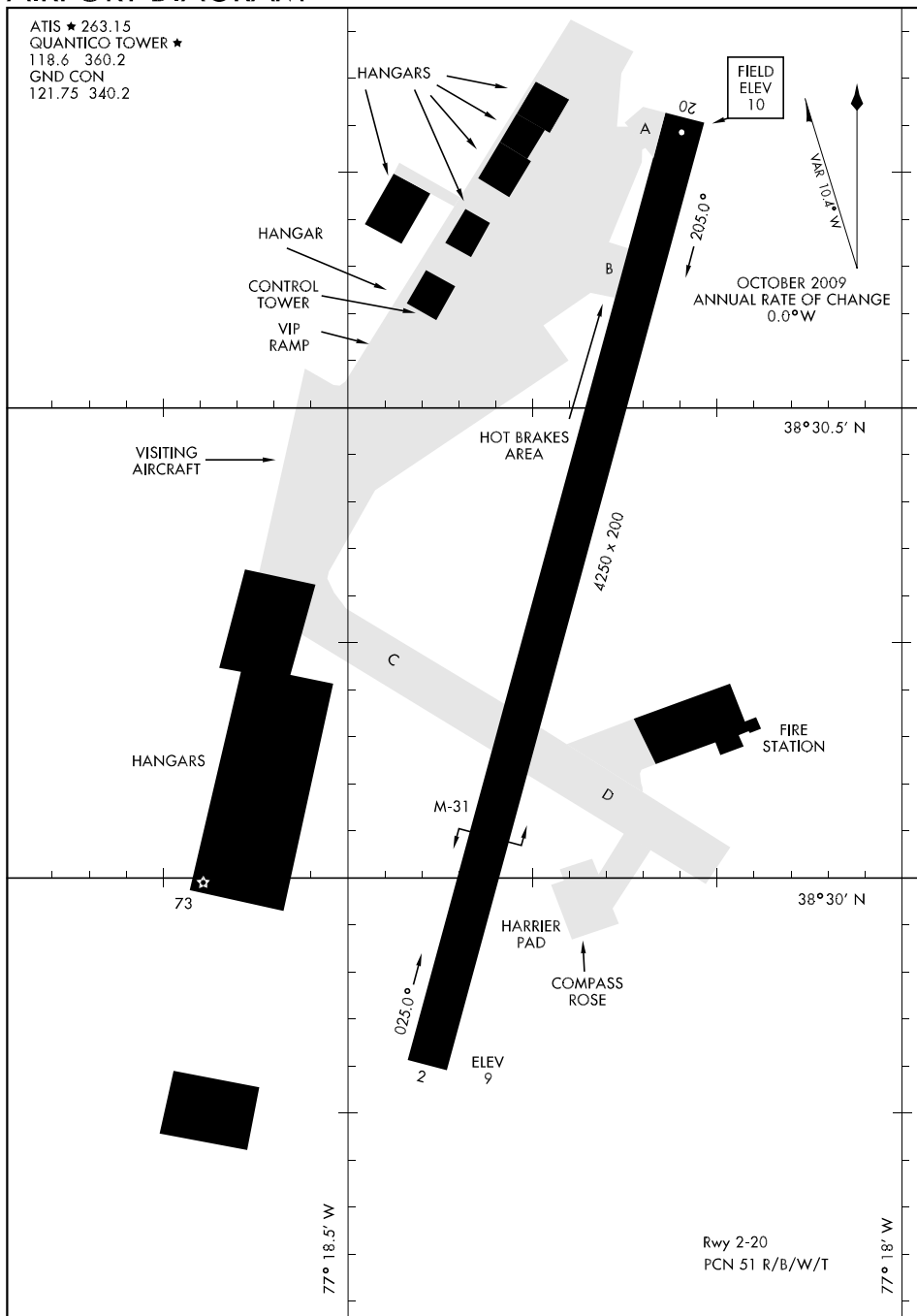


AIRPORT DIAGRAM

AFD-339 [USN]

QUANTICO, VIRGINIA

NE-3, 23 SEP 2010 to 21 OCT 2010



NE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

QUANTICO, VIRGINIA

QUANTICO MCAF (TURNER FIELD) (KNYG)

PULASKI N37°05.26' W80°42.77' NOTAM FILE PSK.

CINCINNATI

(H) **VORTAC** 116.8 PSK Chan 115 031°2.9 NM to New River Valley. 2120/06W.

H-10H, 12H, L-26I

HIWAS.

DME portion unusable:

034°-038° byd 25 NM

287°-316° byd 25 NM blo 10,000'

135°-175° byd 25 NM blo 10,000'

315°-335° byd 10 NM blo 10,000'

200°-225° byd 10 NM

334°-039° byd 25 NM blo 10,000'

284°-286° byd 10 NM blo 10,000'

RCO 122.1R 116.8T (LEESBURG RADIO)

RCO 122.3 (LEESBURG RADIO)

QUANTICO MCAF (TURNER FLD) (NYG) MC 1 S UTC-5(-4DT) N38°30.22' W77°18.30'

WASHINGTON

10 B NOTAM FILE DCA

Not insp.

L-29E, 34E, 36I, A

RWY 02-20: H4250X200 (ASP) PCN 51 R/B/W/T HIRL

DIAP, AD

RWY 02: PAPI.

MILITARY SERVICE: **LGT** Rwy 02 PAPI and PAR runway point of intercept not coincident. Rwy 02 centerline lighting first 1000'. **FUEL** J8. **TRAN ALERT** No transient maintenance avbl. Require qualified crew member to assist in cold refueling.

MILITARY REMARKS: Opr Mon-Thur 1300-0200Z†, Fri 1300-2200Z†, closed Sat, Sun and holidays. **RSTD** All tran acft 24 hr PPR; Ops chief DSN 278-2085/2908, C703-784-2085/2908. After 2200Z† and on weekends call DSN 278-0920, C703-432-0920, C703-675-4144 for PPR. All tailhook acft requiring A-gear ldg, advance notice required. Requesting unit must coordinate with MWSS via Marine Corps Air Facility Quantico ops officer in charge. Clsd fld opr not authorized for tran acft.

CAUTION Twy C clsd indef. Limited Visiting Acft Line parking. Bird hazard vicinity Rwy 02-20 SR-SS. Heavy migratory bird activity Oct-Feb. **NS ABTMT** The area in and around the Quantico Class D Airspace is noise sensitive. Helicopters transit Quantico Class D Airspace at or abv 500' AGL. **CUSTOMS/AGRICULTURE/IMMIGRATION:** **CSTMS/AG/IMG** Avbl with 72 hr prior notice PPR only. **MISC** MCAF Quantico and R-6608 lie within the Washington ADIZ. Pilots must adhere to ADIZ reporting procedures in both these areas. Category II crash/fire rescue svc. Rwy 02 and Rwy 20 grooved first 1300'. MCAF Quantico has no provisions for Space A passengers. Space A passengers cannot be on-loaded or off-loaded due to security issues.

COMMUNICATIONS: **SFA** ATIS 263.15 (Mon and Fri 1300-2200Z†, Tue 1600-0200Z†, Wed-thu 1300-0200Z†)

Ⓡ **ARRIVAL** 127.05 290.375 (Mon 1600-2200Z†, Tue-Thur 1300-0200Z†, Fri 1300-2200Z†, open Sat, Sun and holidays by NOTAM only)

Ⓡ **POTOMAC APP/DEP CON** 124.65 306.925

TOWER 118.6 360.2 (Mon-Thur 1300-0200Z†, Fri 1300-2200Z†, closed Sat, Sun and holidays.)

GND CON 121.75 340.2

PMSV METRO/BASE OPS 355.3

AIRSPACE: **CLASS D** svc Mon-Thur 1300-0200Z†, Fri 1300-2200Z†, closed Sat, Sun, and holidays, other times **CLASS G**.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BROOKE (L) VORTAC 114.5 BRV Chan 92 N38°20.18' W77°21.18' 022° 10.3 NM to fld. 145/9W.

ASR/PAR (Mon 1600-2200Z†, Tue-Thu 1300-0200Z†, Fri 1300-2200Z†, open Sat, Sun and holidays by NOTAM only)

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

APCH CRS
024°

Rwy Idg
TDZE
Arpt Elev

4250
10
10

AL-339 [USN]

QUANTICO MCAF (TURNER FIELD) (KNYQ)

▼ * Circling not authorized W of Rwy 2-20.
Procedure NA at night when VGSI inop.
Procedure TCH not coincident with PAPI's.

MISSED APPROACH: Climbing right turn direct BRV VORTAC and hold.

ATIS ★
263.15

POTOMAC APP CON
124.65 306.92

QUANTICO TOWER ★
118.6 360.2

GND CON
121.75 340.2

ASR/PAR

For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -15°C (5°F) or above 43°C (110°F).

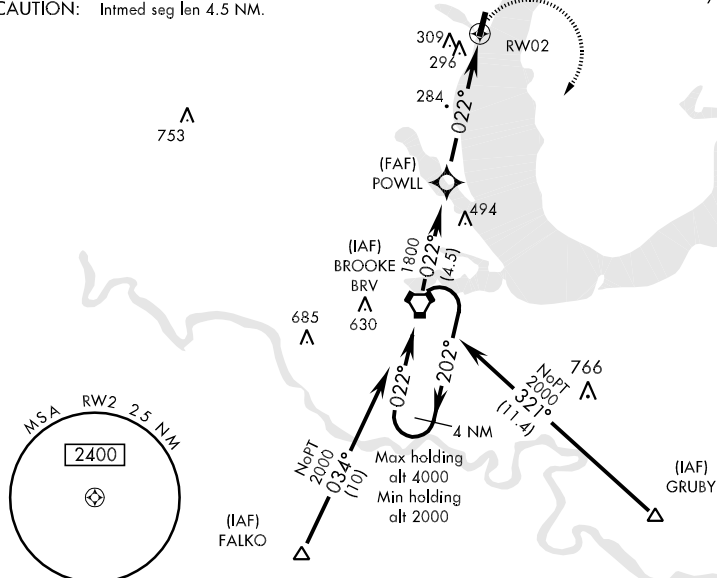
DME/DME RNP-0.3 NA.

LNAV/VNAV military use only.

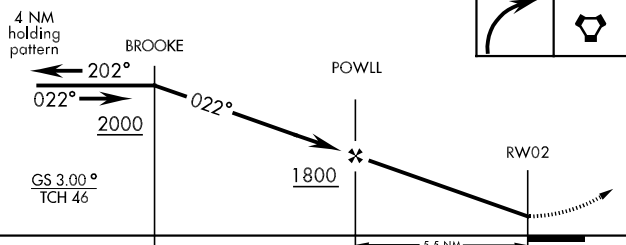
Max airspeed IAF to FAF 220 KIAS.

CAUTION: Intmed seg len 4.5 NM.

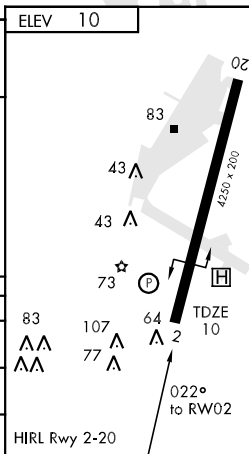
CAUTION: 20:1 visual surface penetrated by terrain.



EMERG SAFE ALT 100 NM 6500



CATEGORY	A	B	C	D
LNAV/VNAV DA	470-1 ½ 460 (500-1 ½)			
LNAV MDA	560-1 550 (600-1)	560-1 ½ 550 (600-1 ½)	560-1 ¾ 550 (600-1 ¾)	
CIRCLING *	560-1 ½ 550 (600-1 ½)		700-2 ¼ 690 (700-2 ¼)	



BRV VORTAC 114.5 Chan 92	APCH CRS 022°	Rwy Idg 4250 TDZE 10 Arpt Elev 10
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AL-339 [USN]

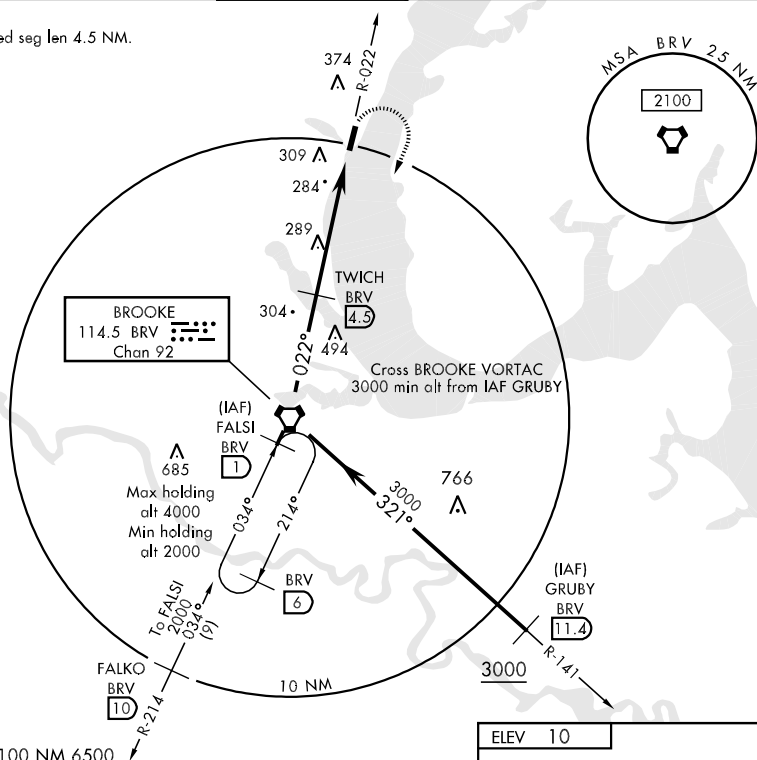
QUANTICO MCAF (TURNER FIELD) (KNYG)

▼ * Circling not authorized W of Rwy 2-20.

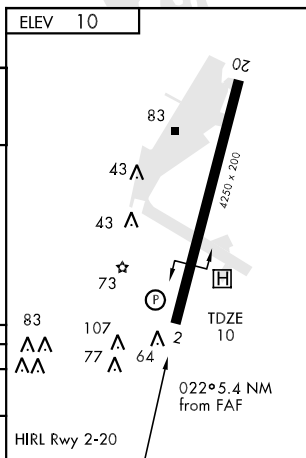
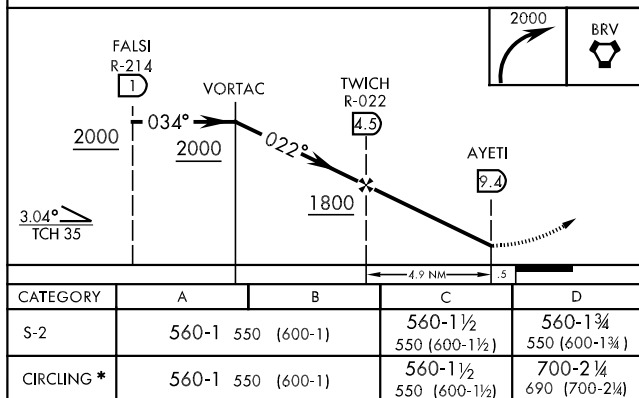
MISSED APPROACH: Climbing right turn to 2000 direct BRV VORTAC, then via R-214 to FALSI and hold.

ATIS ★ 263.15	POTOMAC APP CON 124.65 306.92	QUANTICO TOWER ★ 118.6 360.2	GND CON 121.75 340.2	ASR/PAR
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CAUTION: Intmed seg len 4.5 NM.



EMERG SAFE ALT 100 NM 6500



QUANTICO, VIRGINIA

38°30'N-77°18'W

QUANTICO MCAF (TURNER FIELD) (KNYG)

Amdt 2 10266

TACAN RWY 2

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010

QUINTON

NEW KENT CO (W96) 8 W UTC-5(-4DT) N37°30.21' W77°07.59'

WASHINGTON

123 B FUEL 100LL TPA-923(800) NOTAM FILE DCA

L-34E, 36H

RWY 10-28: H3600X75 (ASPH) S-12.5 MIRL

IAP

RWY 10: REIL. PAPI(P2R)—GA 4.0° TCH 45'. Tree.

RWY 28: REIL. PAPI(P2L)—GA 4.0° TCH 45'. Tree.

AIRPORT REMARKS: Attended 1400-2200Z±. Fuel avbl 24 hrs, credit card required when unattended. Deer on and in vicinity of arpt. Ultralight activity on and in vicinity of arpt. Rotating bcn not visible when approaching from the north. MIRL and REIL Rwy 10-28 preset low ints; to increase ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

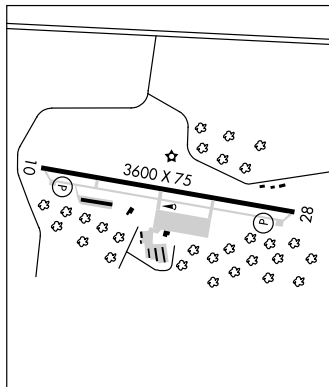
Ⓡ POTOMAC APP/DEP CON 126.4

GCO 135.075 (POTOMAC CLNC) OTS indef.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

HOPEWELL (L) VORTAC 112.0 HPW Chan 57 N37°19.73'

W77°06.96' 003° 10.5 NM to fld. 70/06W. HIWAS.



RICHLANDS

TAZEWELL CO (JFZ) 2S UTC-5(-4DT) N37°03.83' W81°47.90'

CINCINNATI

2653 B FUEL 100LL, JET A+ NOTAM FILE 6V3

L-26H

RWY 07-25: H4300X75 (ASPH) S-12.5, D-18 MIRL

IAP

RWY 07: REIL. PAPI(P2L)—GA 4.0°. Tree.

RWY 25: REIL. PAPI(P2L)—GA 4.0° TCH 53'. Tree.

AIRPORT REMARKS: Attended 1300-2300Z±. MIRL Rwy 07-25 preset low ints; to increase ints and ACTIVATE REIL Rwy 07, Rwy 25 and PAPI Rwy 07 and Rwy 25—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.075 (276) 596-9927.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ INDIANAPOLIS CENTER APP CON 126.575

Ⓡ ATLANTA CENTER DEP CON 132.9

GCO 135.075 (ATLANTA CLNC and DCA FSS)—unreliable.

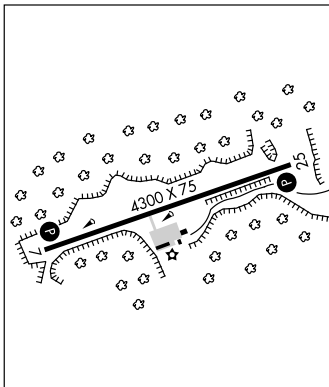
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

GLADE SPRING (L) VOR/DME 110.2 GZG Chan 39 N36°49.51'

W82°04.74' 045° 19.7 NM to fld. 4200/02W. HIWAS.

ILS/DME 109.75 I-JFZ Chan 34(Y) Rwy 25. LOC only.

DME unusable byd 17 NM blo 5900'.



RICHMOND N37°30.14' W77°19.22' NOTAM FILE RIC.

WASHINGTON

(H) VORTAC 114.1 RIC Chan 88 at Richmond Intl. 159/09W.

H-10H, 12H, L-34E, 36H

RCO 122.4 122.2 122.1R 114.1T (LEESBURG RADIO)

APP CRS
116°Rwy Idg **3600**
TDZE **121**
Apt Elev **121**

AL-6855 (FAA)

RNAV (GPS) RWY 10
QUINTON / NEW KENT COUNTY (W96)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night. Use Richmond Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct HIDE M and on track 111° to ZONEL and hold.

POTOMAC APP CON
126.4 282.375GCO
135.075UNICOM
122.8 (CTAF) 0**RADAR REQUIRED**

A 1054

(IF)
HALIR1200
116°
(6.1)

423

(FAF)
DUTLE

259

273

242 ±

HIDEM

ZONEL

111°

296°

116°

4 NM

MSA RWY 10 25 NM

2600

ELEV 121

HALIR

2000

DUTLE

116° to
RWY 10

10

10

TDZE
121

3600 x 75

0.4% UP

28

VGSI and descent angles
not coincident.

6.1 NM

1200

3.25°
TCH 45

3 NM

RWY 10

CATEGORY	A	B	C	D
RNAV MDA	560-1	439 (500-1)	560-1½ 439 (500-1½)	NA
CIRCLING	620-1	499 (500-1)	620-1½ 499 (500-1½)	NA

MIRL Rwy 10-28 0
REIL Rwy 10 and 28 0

APP CRS
286°Rwy Idg **3600**
TDZE **121**
Apt Elev **121**

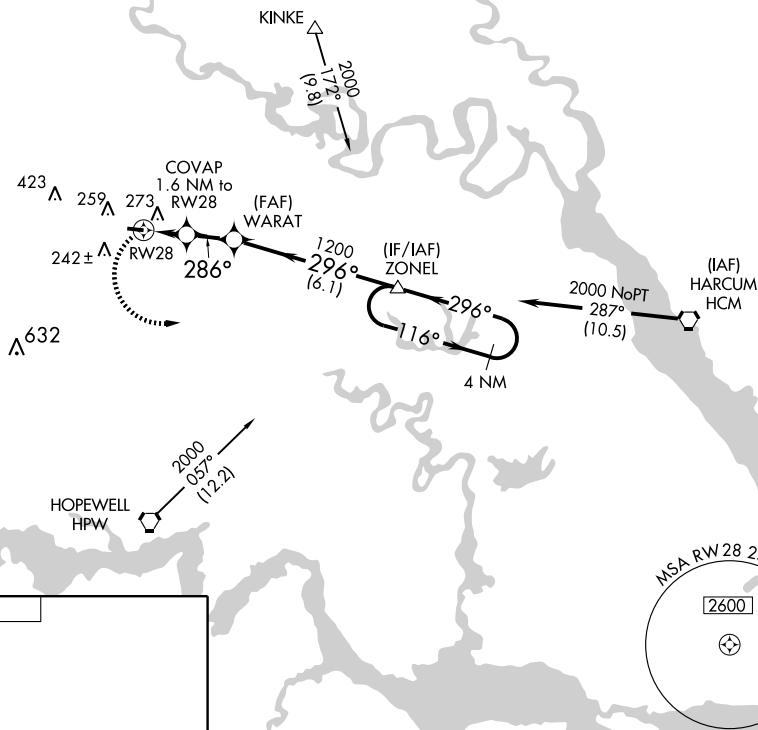
AL-6855 (FAA)

RNAV (GPS) RWY 28
QUINTON / NEW KENT COUNTY (W96)

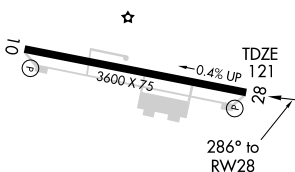
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night. Use Richmond Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct ZONE1 and hold.

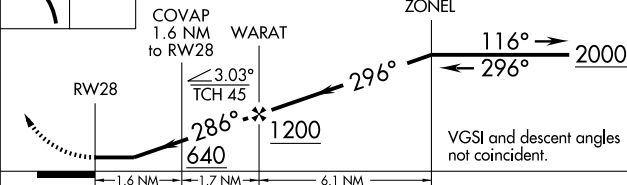
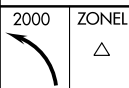
POTOMAC APP CON
126.4 282.375GCO
135.075UNICOM
122.8 (CTAF) 0

ELEV 121



MIRL Rwy 10-28 0

REIL Rwy 10 and 28 0



CATEGORY	A	B	C	D
RNAV MDA	560-1 439 (500-1)	560-1 439 (500-1 1/4)	560-1 439 (500-1 1/4)	NA
CIRCLING	620-1 499 (500-1)	620-1 499 (500-1 1/2)	620-1 499 (500-1 1/2)	NA

VORTAC HPW 112.0 Chan 57	APP CRS 003°	Rwy Idg TDZE Apt Elev	N/A N/A 123
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AL-6855 (FAA)

VOR-A

QUINTON / NEW KENT COUNTY (W96)



NA

Use Richmond altimeter setting.

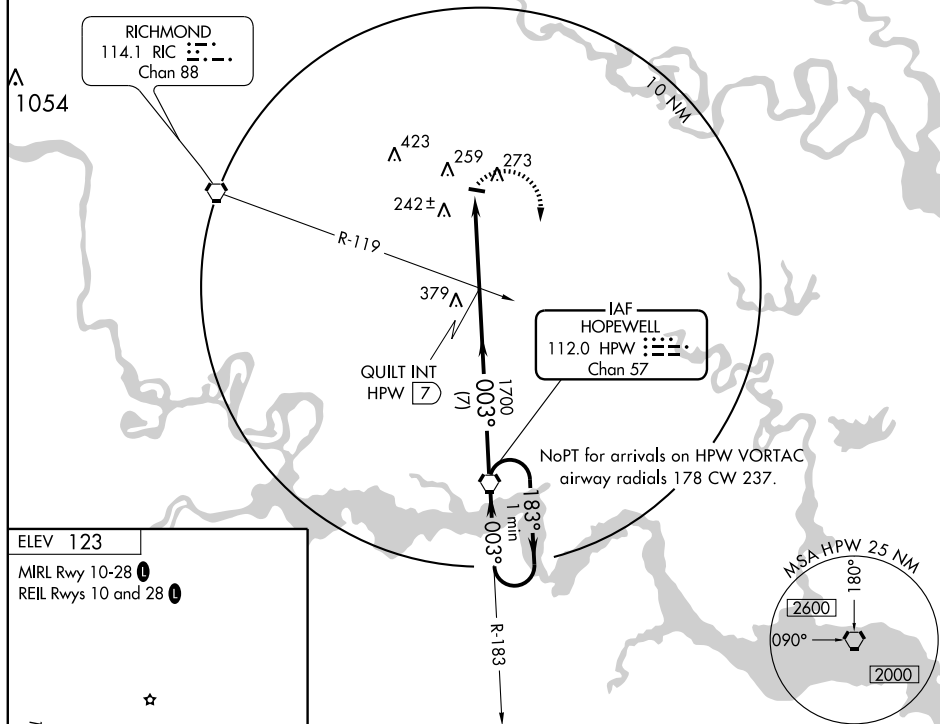
MISSED APPROACH: Climbing right turn to 2000 direct HPW VORTAC and hold.

POTOMAC APP CON
126.4 282.375

GCO
135.075

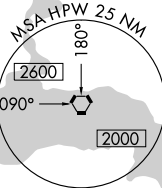
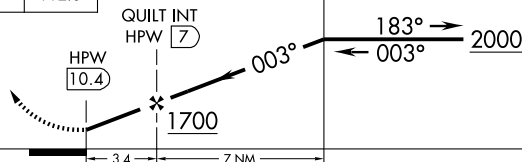
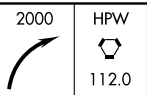
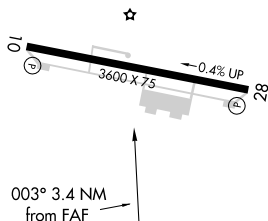
UNICOM
122.8 (CTAF) **0**

RADAR REQUIRED



ELEV **123**

MIRL Rwy 10-28 **0**
REIL Rwy 10 and 28 **0**



Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

QUINTON, VIRGINIA

Amdt 1B 10154

CATEGORY	A	B	C	D
CIRCLING	660-1	537 (600-1)	660-1½ 537 (600-1½)	NA

QUINTON / NEW KENT COUNTY (W96)

37°30'N - 77°08'W

VOR-A

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

QUINTON

NEW KENT CO (W96) 8 W UTC-5(-4DT) N37°30.21' W77°07.59'

WASHINGTON

123 B FUEL 100LL TPA-923(800) NOTAM FILE DCA

L-34E, 36H

RWY 10-28: H3600X75 (ASPH) S-12.5 MIRL

IAP

RWY 10: REIL. PAPI(P2R)—GA 4.0° TCH 45'. Tree.

RWY 28: REIL. PAPI(P2L)—GA 4.0° TCH 45'. Tree.

AIRPORT REMARKS: Attended 1400-2200Z±. Fuel avbl 24 hrs, credit card required when unattended. Deer on and in vicinity of arpt. Ultralight activity on and in vicinity of arpt. Rotating bcn not visible when approaching from the north. MIRL and REIL Rwy 10-28 preset low ints; to increase ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

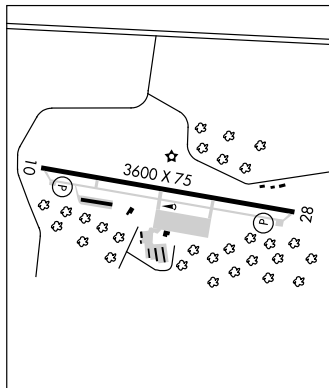
Ⓡ POTOMAC APP/DEP CON 126.4

GCO 135.075 (POTOMAC CLNC) OTS indef.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

HOPEWELL (L) VORTAC 112.0 HPW Chan 57 N37°19.73'

W77°06.96' 003° 10.5 NM to fld. 70/06W. HIWAS.



RICHLANDS

TAZEWELL CO (JFZ) 2S UTC-5(-4DT) N37°03.83' W81°47.90'

CINCINNATI

2653 B FUEL 100LL, JET A+ NOTAM FILE 6V3

L-26H

RWY 07-25: H4300X75 (ASPH) S-12.5, D-18 MIRL

IAP

RWY 07: REIL. PAPI(P2L)—GA 4.0°. Tree.

RWY 25: REIL. PAPI(P2L)—GA 4.0° TCH 53'. Tree.

AIRPORT REMARKS: Attended 1300-2300Z±. MIRL Rwy 07-25 preset low ints; to increase ints and ACTIVATE REIL Rwy 07, Rwy 25 and PAPI Rwy 07 and Rwy 25—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.075 (276) 596-9927.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ INDIANAPOLIS CENTER APP CON 126.575

Ⓡ ATLANTA CENTER DEP CON 132.9

GCO 135.075 (ATLANTA CLNC and DCA FSS)—unreliable.

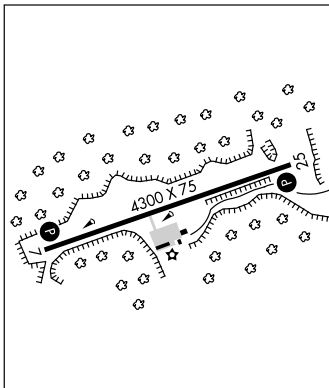
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

GLADE SPRING (L) VOR/DME 110.2 GZG Chan 39 N36°49.51'

W82°04.74' 045° 19.7 NM to fld. 4200/02W. HIWAS.

ILS/DME 109.75 I-JFZ Chan 34(Y) Rwy 25. LOC only.

DME unusable byd 17 NM blo 5900'.



RICHMOND N37°30.14' W77°19.22' NOTAM FILE RIC.

WASHINGTON

(H) VORTAC 114.1 RIC Chan 88 at Richmond Intl. 159/09W.

H-10H, 12H, L-34E, 36H

RCO 122.4 122.2 122.1R 114.1T (LEESBURG RADIO)

LOC/DME I-JFZ 109.75 Chan 34 (Y)	APP CRS 252°	Rwy Idg TDZE Apt Elev 4300 2653 2653
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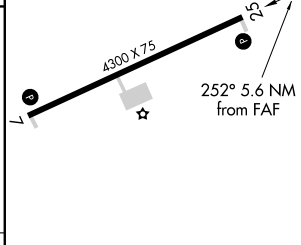
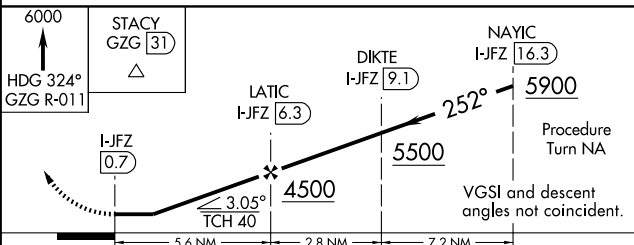
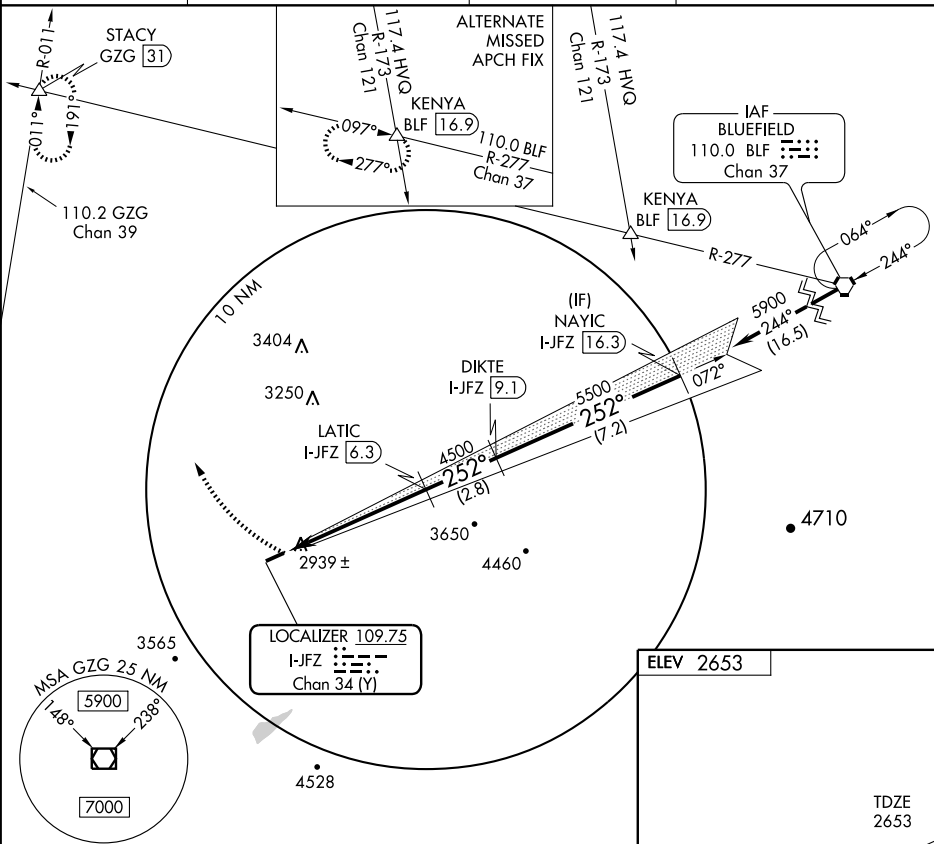
LOC/DME RWY 25

RICHLANDS / TAZEWEEL COUNTY (JFZ)

▼ Procedure NA at night.
▲ If local altimeter setting not received, use Lonesome Pine altimeter setting and increase all MDAs 100 ft.

MISSED APPROACH: Climb to 6000 via heading 324° and GZG VOR/DME R-011 to STACY INT/GZG VOR/DME 31 DME and hold.

AWOS-3 118.075	INDIANAPOLIS CENTER 126.575 257.85	GCO 135.075	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
S-25	3200-1	547 (600-1)	NA	NA
CIRCLING	3240-1	587 (600-1)	NA	NA

MIRL Rwy 7-25 0
REIL Rwy 7 and 25 0

APP CRS **238°**
Rwy Idg **4300**
TDZE **2653**
Apt Elev **2653**

RNAV (GPS) RWY 25

RICHLANDS / TAZEWELL COUNTY (JFZ)

▼ DME/DME RNP-0.3 NA. Procedure NA at night.
▲ If local altimeter setting not received, use Lonesome Pine altimeter setting and increase all MDAs 100 ft.

MISSED APPROACH: Climbing right turn to 6200 direct NEKUE and hold, continue climb-in-hold to 6200.

AWOS-3
118.075

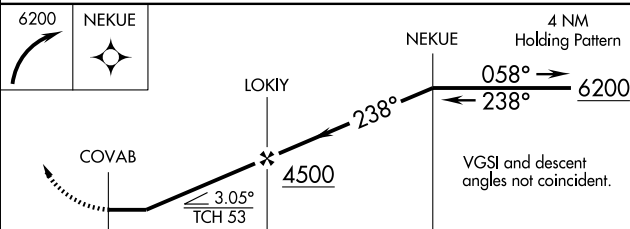
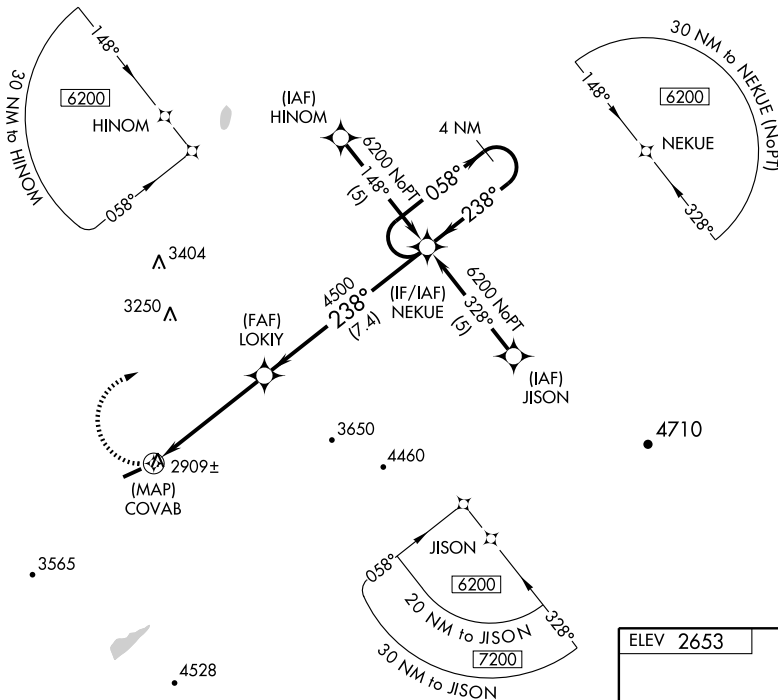
INDIANAPOLIS CENTER
126.575 257.85

GCO
135.075

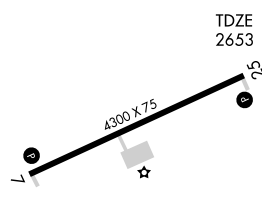
UNICOM
123.05 (CTAF) ①

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010



ELEV 2653



CATEGORY	A	B	C	D
LNAV MDA	3160-1 507 (600-1)		3160-1½ 507 (600-1½)	
CIRCLING	3220-1 567 (600-1)		3220-1½ 567 (600-1½)	3220-2 567 (600-2)

MIRL Rwy 7-25 ①
REIL Rwy 7 and 25 ①

RICHMOND

CHESTERFIELD CO (FCI) 4 SW UTC-5(-4DT) N37°24.39' W77°31.49'

236 B S4 **FUEL** 100LL, JET A OX 3 TPA—See Remarks LRA NOTAM FILE DCA
 RWY 15-33: H5500X100 (ASPH-GRVD) S-60, D-80 HIRL 0.7% up NW

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 42'. Antenna.

RWY 33: MALSR. PAPI(P4L)—GA 3.0° TCH 53'. Pole.

AIRPORT REMARKS: Attended 1200-0300Z†. Fuel after hrs call
 804-271-7793 between 0300-1200Z†. 400 ft twr 5 NM N arpt.
 Aircraft on ILS approach to Richmond Intl crossing over arpt.
 Noise sensitive area north of arpt. No wind voluntary use of Rwy
 15 preferred. Med-flight, irregular departure pattern. Helicopter
 parking adjacent to Twy C. Rwy 15 REIL OTS indef.
 TPA—1236(1000) single engine, 1736(1500) multi-engine. HIRL
 Rwy 15-33 preset low ints; increase ints and ACTIVATE MALSR
 Rwy 33 and REIL Rwy 15—CTAF.

WEATHER DATA SOURCES: AWOS-3 128.625 (804) 271-8426.

COMMUNICATIONS: CTAF/UNICOM 123.05

FLAT ROCK RCO 122.1R 113.3T (LEESBURG RADIO)

Ⓡ **POTOMAC APP/DEP CON** 134.7 **POTOMAC CLNC DEL** 124.6

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

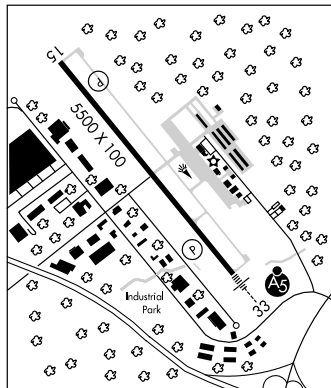
FLAT ROCK (H) VORTAC 113.3 FAK Chan 80 N37°31.71'
 W77°49.69' 123° 16.2 NM to fld. 460/06W.

ILS/DME 108.3 I-CFU Chan 20 Rwy 33. Class IB.

LOC/DME unmonitored when arpt unattended.

WASHINGTON

H-10H, 12I, L-36H
 IAP



ILS or LOC RWY 33

RICHMOND/CHESTERFIELD COUNTY (F'CI)

LOC/DME I-CFU 108.3 Chan 20	APP CRS 331°	Rwy Idg TDZE Apt Elev	5500 218 237
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For inoperative MALSR, increase S-LOC 33 visibility Cat D to 1. If local altimeter setting not received, use Richmond Intl altimeter setting and increase all DAs/MDAs 40 feet. VDP NA when using Richmond Intl altimeter setting.



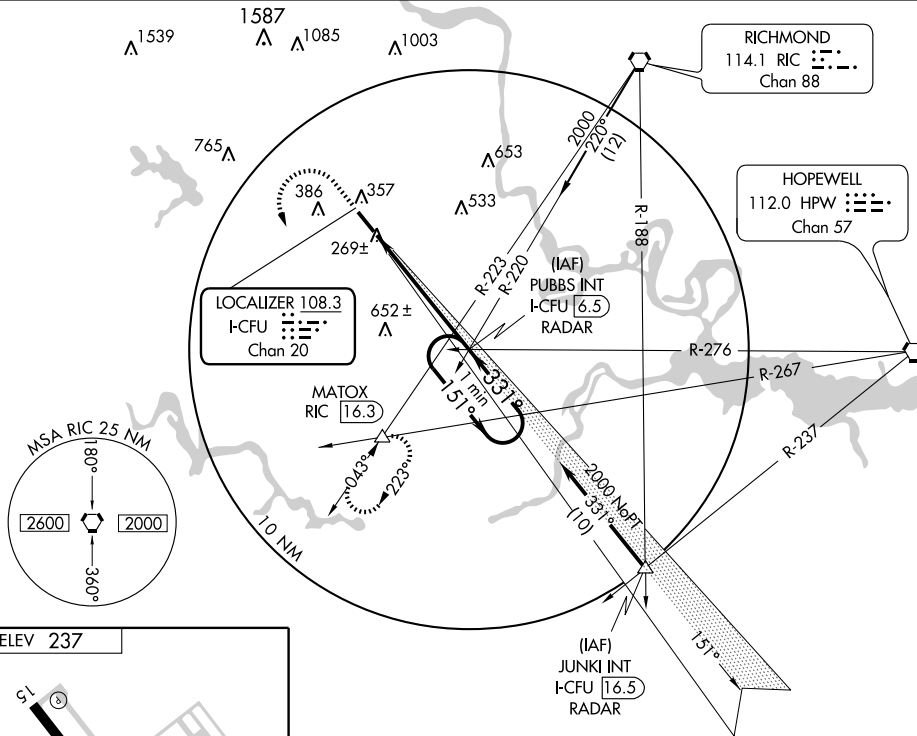
MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via heading 148° and RIC R-223 to MATOX INT/RIC 16.3 DME and hold.

AWOS-3
128.625

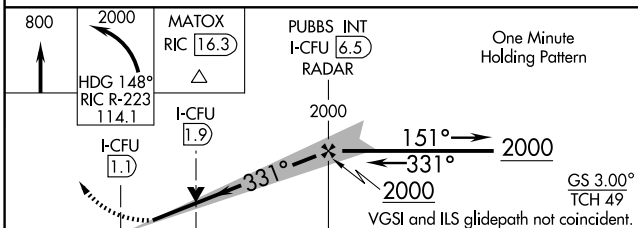
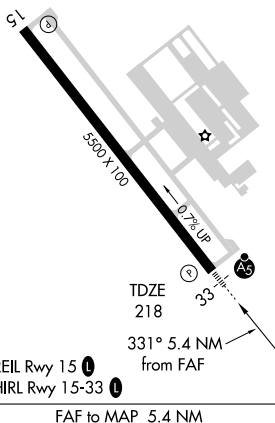
POTOMAC APP CON
134.7 307.2

CLNC DEL
124.6

UNICOM
123.050 (CTAF) 0



ELEV 237



CATEGORY	A	B	C	D
S-ILS 33	418-½ 200 (200-½)			
S-LOC 33	520-½ 302 (300-½)			520-¾ 302 (300-¾)
CIRCLING	720-1	483 (500-1)	720-1½ 483 (500-1½)	800-2 563 (600-2)

WAAS CH 63216 W15A	APP CRS 151°	Rwy Idg TDZE Apt Elev	5500 236 236
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RNAV (GPS) RWY 15

RICHMOND/CHESTERFIELD COUNTY (F'CI)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Richmond Intl altimeter setting and increase all DA 36 feet, and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Richmond Intl altimeter setting.

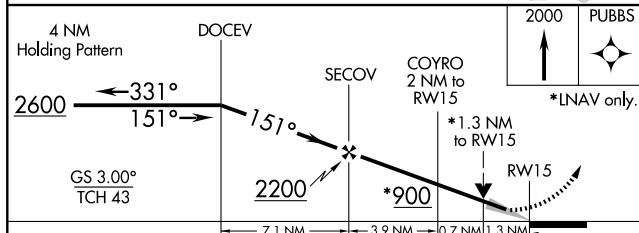
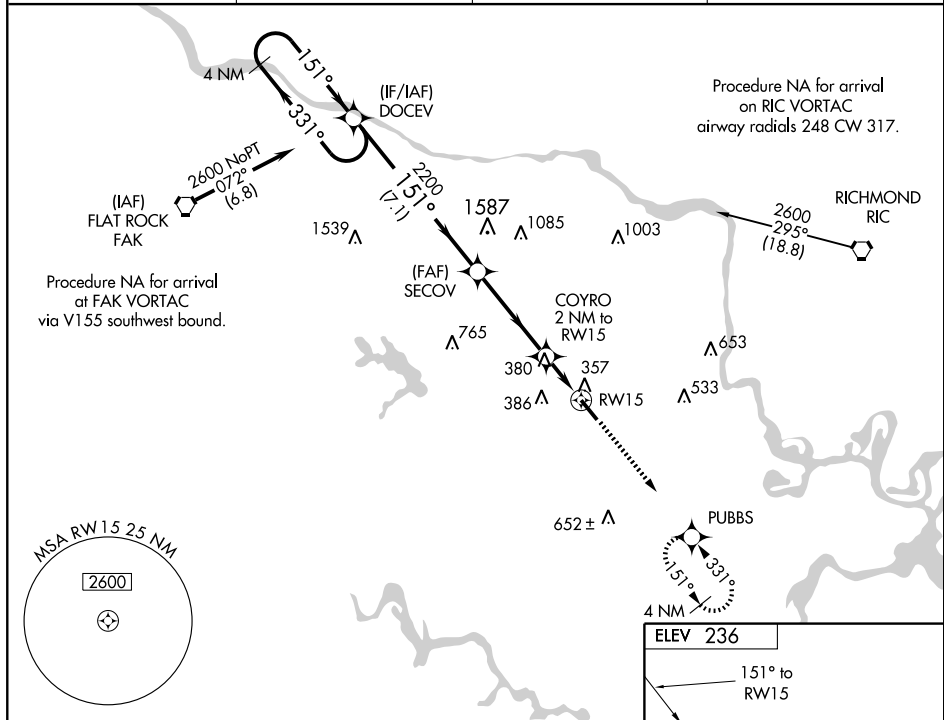
MISSED APPROACH: Climb to 2000 direct PUBBS and hold.

AWOS-3
128.625

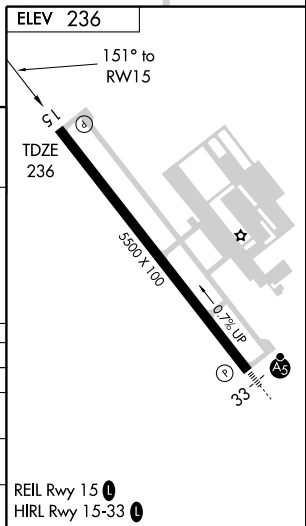
POTOMAC APP CON
134.7 307.2

CLNC DEL
124.6

UNICOM
123.050 (CTAF) **0**




CATEGORY	A	B	C	D
LPV DA	486-1	250 (300-1)		
LNAV/VNAV DA	692-1½	456 (500-1½)		
LNAV MDA	680-1 444 (500-1)	680-1¼ 444 (500-1¼)	680-1½ 444 (500-1½)	
CIRCLING	720-1 484 (500-1)	720-1½ 484 (500-1½)	800-2 564 (600-2)	

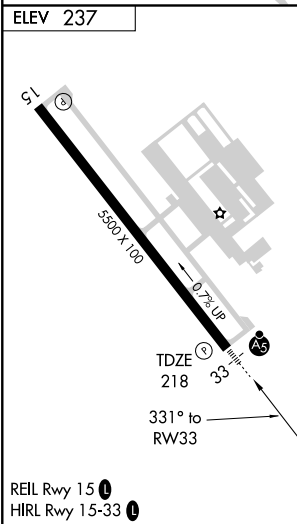
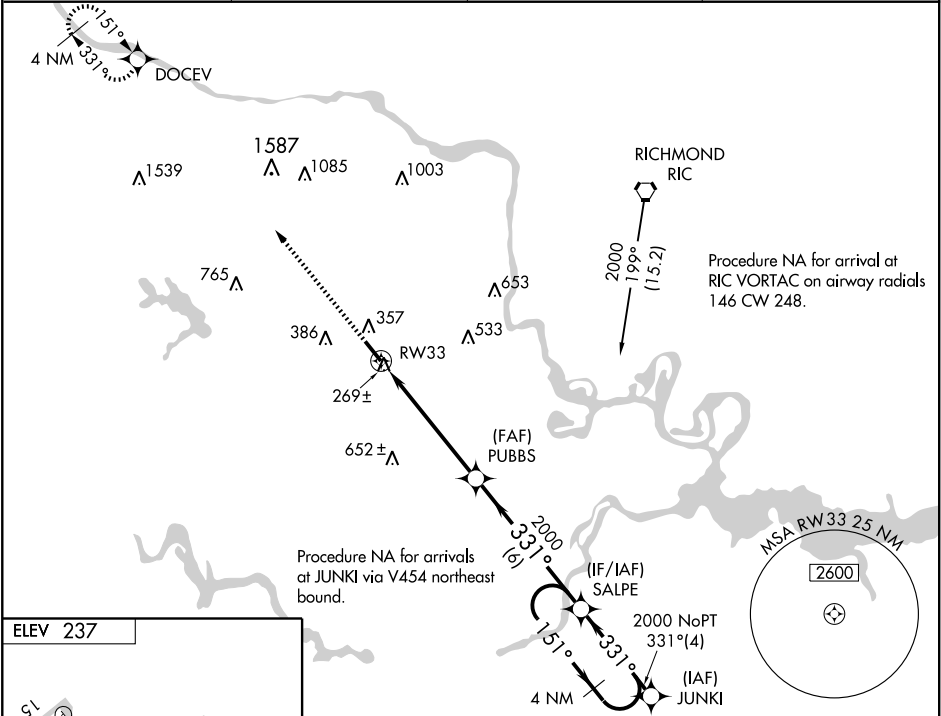


WAAS CH 56221 W33A	APP CRS 331°	Rwy Idg TDZE Apt Elev	5500 218 237
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RNAV (GPS) RWY 33

RICHMOND/CHESTERFIELD COUNTY (F'CI)

<div><div><div>▼</div><div>▲ NA</div></div><div>For inoperative MALS R increase LPV all Cats visibility to 1. If local altimeter setting not received, use Richmond Intl altimeter setting and increase all DAs/MDAs 40 feet. VDP and Baro-VNAV NA when using Richmond Intl altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.</div></div>	<div>MALS</div> <div></div>	<div>MISSED APPROACH:</div> <div>Climb to 3000 direct DOCEV and hold.</div>	
<div>AWOS-3</div> <div>128.625</div>	<div>POTOMAC APP CON</div> <div>134.7 307.2</div>	<div>CLNC DEL</div> <div>124.6</div>	<div>UNICOM</div> <div>123.050 (CTAF) 0</div>



3000	DOCEV	VGSI and RNAV glidepath not coincident.		4 NM Holding Pattern
		PUBBS	SALPE	
		*1.5 NM to RW33	*LNAV only	
		1.5	3.9 NM	6 NM
CATEGORY	A	B	C	D
LPV DA	511-1/2	293 (300-1/2)		
LNAV/VNAV DA	599-1	381 (400-1)		
LNAV MDA	720-1/2	502 (500-1/2)	720-1	502 (500-1)
CIRCLING	720-1	483 (500-1)	720-1 1/2 483 (500-1 1/2)	800-2 563 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

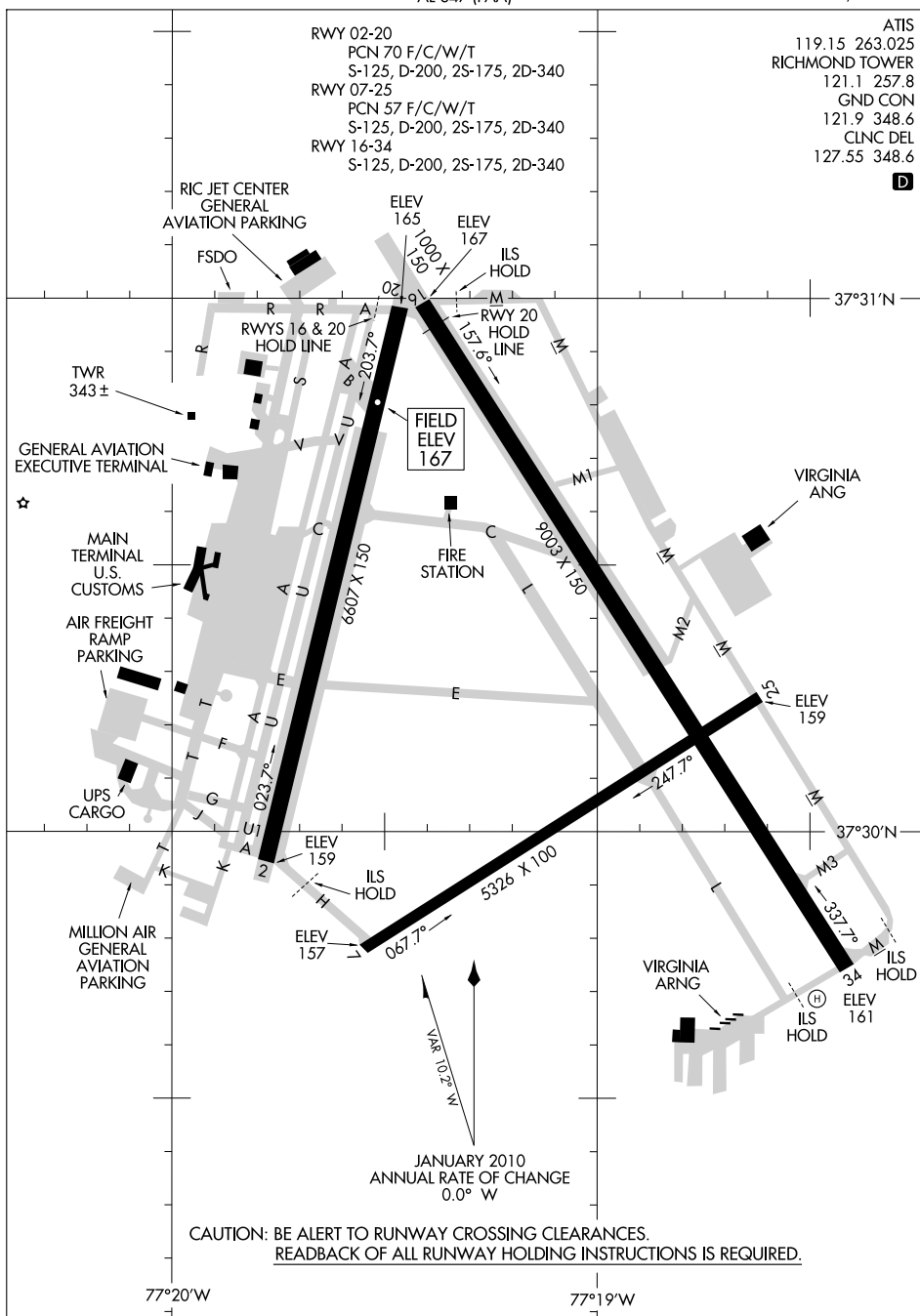
NE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-347 (FAA)

 RICHMOND INTL (RIC)
 RICHMOND, VIRGINIA

NE-3, 23 SEP 2010 to 21 OCT 2010



NE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

 RICHMOND, VIRGINIA
 RICHMOND INTL (RIC)

RICHMOND INTL (RIC) 6 E UTC-5(-4DT) N37°30.31' W77°19.18'

167 B S4 FUEL 100LL, JET A OX 3, 4 TPA—See Remarks LRA

Class I, ARFF Index C NOTAM FILE RIC

RWY 16-34: H9003X150 (ASPH-GRVD) S-125, D-200, 2S-175,
2D-340 HIRL CL

RWY 16: MALSR. VASI(V4L)—GA 3.0°TCH 56'.

RWY 34: ALSF2. TDZL.

RWY 02-20: H6607X150 (ASPH-GRVD) S-125, D-200, 2S-175,
2D-340 PCN 70 F/C/W/T HIRL

RWY 02: MALSR. PAPI(P4L)—GA 3.0°TCH 49'. Pole.

RWY 20: REIL. PAPI(P4L)—GA 3.0°TCH 49'. Tree.

RWY 07-25: H5326X100 (ASPH-GRVD) S-125, D-200, 2S-175,
2D-340 PCN 57 F/C/W/T HIRL

RWY 07: Railroad.

RWY 25: REIL. VASI(V4L)—GA 3.0° TCH 52'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA-6607 TODA-6607 ASDA-6607 LDA-6607

RWY 07: TORA-5326 TODA-5326 ASDA-5326 LDA-5326

RWY 16: TORA-9003 TODA-9003 ASDA-9003 LDA-9003

RWY 20: TORA-6607 TODA-6607 ASDA-6607 LDA-6607

RWY 25: TORA-5326 TODA-5326 ASDA-5326 LDA-5326

RWY 34: TORA-9003 TODA-9003 ASDA-9003 LDA-9003

AIRPORT REMARKS: Attended continuously. Tower 245 ft AGL 2.5 NM NW; unlighted. 220 ft MSL crane (mkd and lgtd)

5.4 NM south of arpt. Bird activity invof all rws and twys and invof arpt. Non-radio equipped vehicles crossing midfield Twys C, E, and H and driving on Twy L south of Rwy 07-25. No practice landings 0300-1200Z+. Hold line Rwy 20 east side located across Rwy 34 150' from dep end. Hold line Rwy 20 west side across Twy A and also serves as hold line for Rwy 16; signage indicates both rws. Due to the close proximity to Rwy 02-20, Twy U signage may be behind acft, once clear of Rwy 02-20. ATC clearance required for pushbacks onto movement areas. All acft with wingspans greater than 118' and wheel bases greater than 59' are restricted from using Twys J, K, R, (between Twy A and FSDO ramp), S, T (south of Twy J), and V (west of Twy A). Twys M, M1, M2, M3 and Twy R west of FSDO designated for acft with wingspan less than 79'. Twy A between Twy C and Twy E restricted from use by acft wingspans greater than 171'. Twy T (north of Twy F) restricted from use by acft with wingspans greater than 118'. Intersection requires judgemental oversteering. Air carrier apron clsd to unscheduled acft weighing under 35,000 lbs. No edge lgts on Twys M and S—reflectors only. The following areas not visible from the twr: portions of the air carrier apron, Army National Guard acft parking ramp. TPA-1200(1033) single engine, lgt acft, 1700(1533) all others. Ldg fee. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (804) 236-1091.

COMMUNICATIONS: ATIS 119.15 UNICOM 122.95

FLAT ROCK RCO 122.1R 113.3T (LEESBURG RADIO)

RCO 122.4 122.2 122.1R 114.1T (LEESBURG RADIO)

Ⓡ POTOMAC APP CON 126.4 (031°-170°) 134.7 (171°-320°) 126.8 (321°-030°) 118.2

TOWER 121.1 GND CON 121.9 POTOMAC CLNC DEL 127.55

Ⓡ POTOMAC DEP CON 126.4 (031°-170°) 134.7 (171°-320°) 126.8 (321°-030°)

AIRSPACE: CLASS C svc continuous ctc APP CON

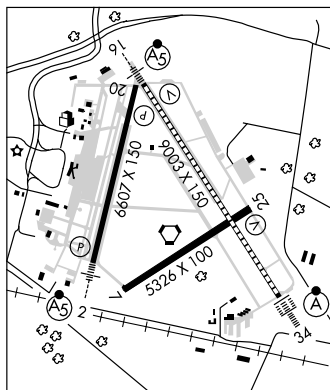
RADIO AIDS TO NAVIGATION: NOTAM FILE RIC.

(H) VORTAC 114.1 RIC Chan 88 N37°30.14' W77°19.22' at fld. 159/09W.

ILS 110.9 I-EZD Rwy 02. Class II.

ILS 110.7 I-BNE Rwy 34. Class IIIE.

ILS 110.7 I-RGJ Rwy 16. Class IA.



WASHINGTON

H-10H, 121, L-34E, 36H

IAP, AD

COLIN FIVE DEPARTURE

ATIS 119.15 263.025
CLNC DEL
127.55 348.6
GND CON
121.9 348.6
RICHMOND TOWER
121.1 257.8
POTOMAC DEP CON
126.4 282.375 (031° - 170°)
134.7 307.2 (171° - 320°)
126.8 269.525 (321° - 030°)

NOTTINGHAM
113.7 OTT
Chan 84

PATUXENT
117.6 PXT
Chan 123

BROOKE
114.5 BRV
Chan 92

COLIN
N38°05.99'
W76°39.85'
L-34-36

39

010°

(22)

33

MODEL
N37°44.03'
W76°41.45'
L-34-36

R-010

HARCUM
108.8 HCM
Chan 25

R-074

066°

074°

022°

336°

246°

202°

156°

HANOVER COUNTY
MUNI

RICHMOND
114.1 RIC
Chan 88

CHESTERFIELD
COUNTY

DINWIDDIE
COUNTY

TAKEOFF MINIMUMS:

RWY 2: 200-1¼ or STANDARD with minimum climb of 230 feet per NM to 400, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1600 feet prior to departure end of runway. Minimum ATC climb of 300 feet per NM to 2000.

RWY 7, 16, 20, 25: STANDARD with ATC climb of 300 feet per NM to 2000.

RWY 34: STANDARD with ATC climb of 300 feet per NM to 2100.

NOTE: RADAR REQUIRED.

NOTE: Chart note to scale.

COLIN FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 2: Climb heading 022° or as assigned for radar vectors to intercept RIC R-074 to MODEL INT/RIC 33 DME. Thence....

TAKE-OFF RWY 7: Climb heading 066° or as assigned for radar vectors to intercept RIC R-074 to MODEL INT/RIC 33 DME. Thence....

TAKE-OFF RWY 16: Climb heading 156° or as assigned for radar vectors to intercept RIC R-074 to MODEL INT/RIC 33 DME. Thence....

TAKE-OFF RWY 20: Climb heading 202° or as assigned for radar vectors to intercept RIC R-074 to MODEL INT/RIC 33 DME. Thence....

TAKE-OFF RWY 25: Climb heading 246° or as assigned for radar vectors to intercept RIC R-074 to MODEL INT/RIC 33 DME. Thence....

TAKE-OFF RWY 34: Climb heading 336° or as assigned for radar vectors to intercept RIC R-074 to MODEL INT/RIC 33 DME. Thence....

.... Via HCM R-010 to COLIN INT/HCM 39 DME. Climb and maintain 3000 feet or as assigned. Expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLE NOTES:

Rwy 2: Aircraft on surface beginning 3' from DER, 202' right of centerline, up to 65' AGL/232' MSL. Trees and bushes beginning 104' from DER, 223' left of centerline, up to 100' AGL/251' MSL. Trees beginning 2918' from DER, 367' right of centerline, up to 100' AGL/260' MSL.

Rwy 7: Trees beginning 1208' from DER, 798' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1347' from DER, 283' left of centerline, up to 100' AGL/259' MSL.

Rwy 20: Hangar 817' from DER, 665' right of centerline, 43' AGL/212' MSL. Trees beginning 2307' from DER, 1065' left of centerline, up to 100' AGL/235' MSL. Trees beginning 2645' from DER, 759' right of centerline, up to 100' AGL/255' MSL. Pole 3226' from DER, 424' right of centerline, 79' AGL/248' MSL.

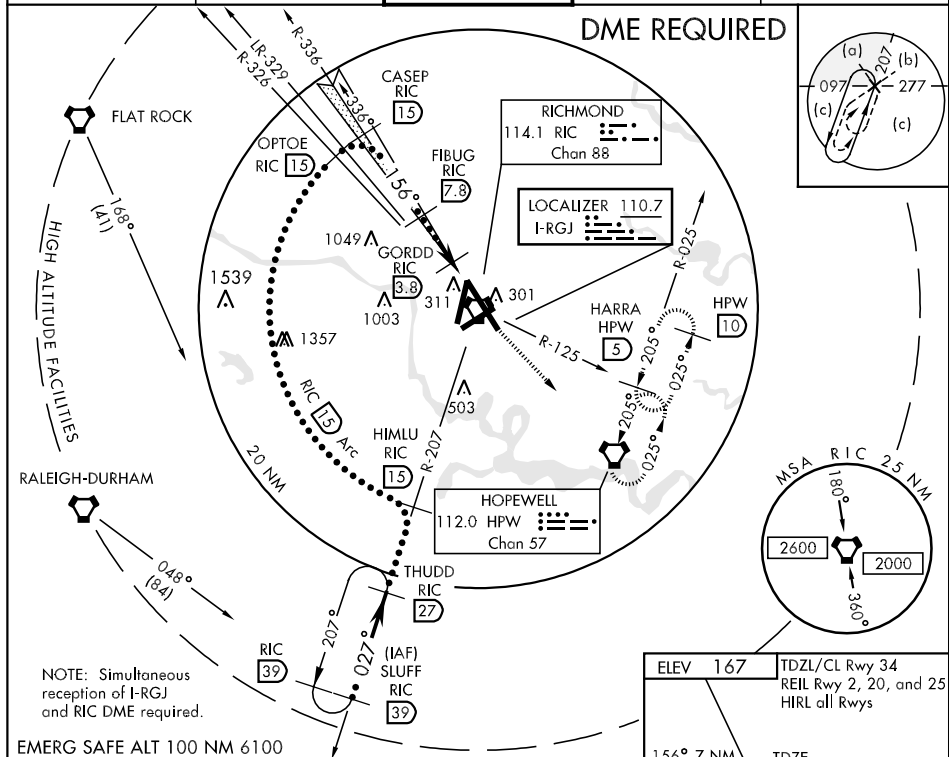
Rwy 25: Vehicles on road beginning 390' from DER, on centerline, up to 15' AGL/184' MSL. Train on railroad beginning 545' from DER, on centerline, up to 23' AGL/192' MSL. Tower 799' from DER, 562' left of centerline, 16' AGL/185' MSL. Trees beginning 2414' from DER, 285' right of centerline, up to 100' AGL/279' MSL. Multiple poles beginning 3056' from DER, 565' left of centerline, up to 83' AGL/252' MSL. Trees beginning 3176' from DER, 357' left of centerline, up to 100' AGL/269' MSL.

Rwy 34: Aircraft on surface beginning 12' from DER, 192' left of centerline, up to 65' AGL/230' MSL. Hangar and light pole beginning 1103' from DER, 732' left of centerline, up to 41' AGL/200' MSL. Trees beginning 2202' from DER, 1052' right of centerline, up to 100' AGL/232' MSL. Trees beginning 2689' from DER, 998' left of centerline, up to 100' AGL/237' MSL.

RICHMOND INTL (KRIC)

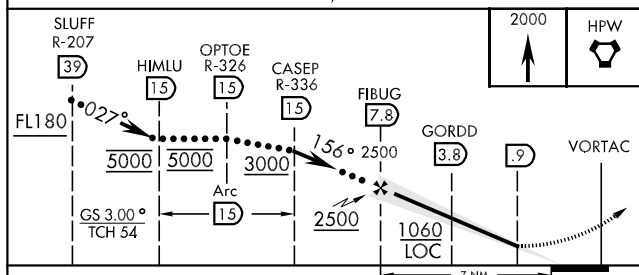
MISSED APPROACH: Climb to 2000 direct HPW VORTAC and hold. (TACAN acft climbing left turn to 2000 via RIC R-125 to HARRA 5 DME and hold NE, LT. 205° inbound)

ATIS ★ 119.15 263.025	POTOMAC APP CON 134.7 307.2	RICHMOND TOWER 121.1 257.8	GND CON 121.9 348.6	CLNC DEL 127.55
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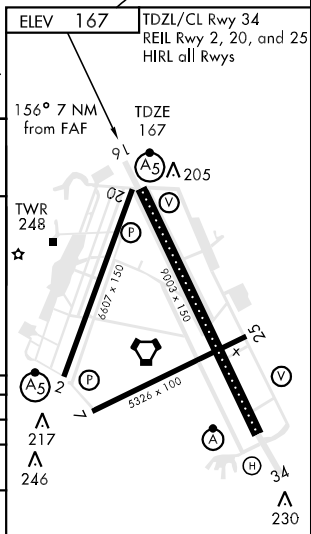


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NE-3, 23 SEP 2010 to 21 OCT 2010



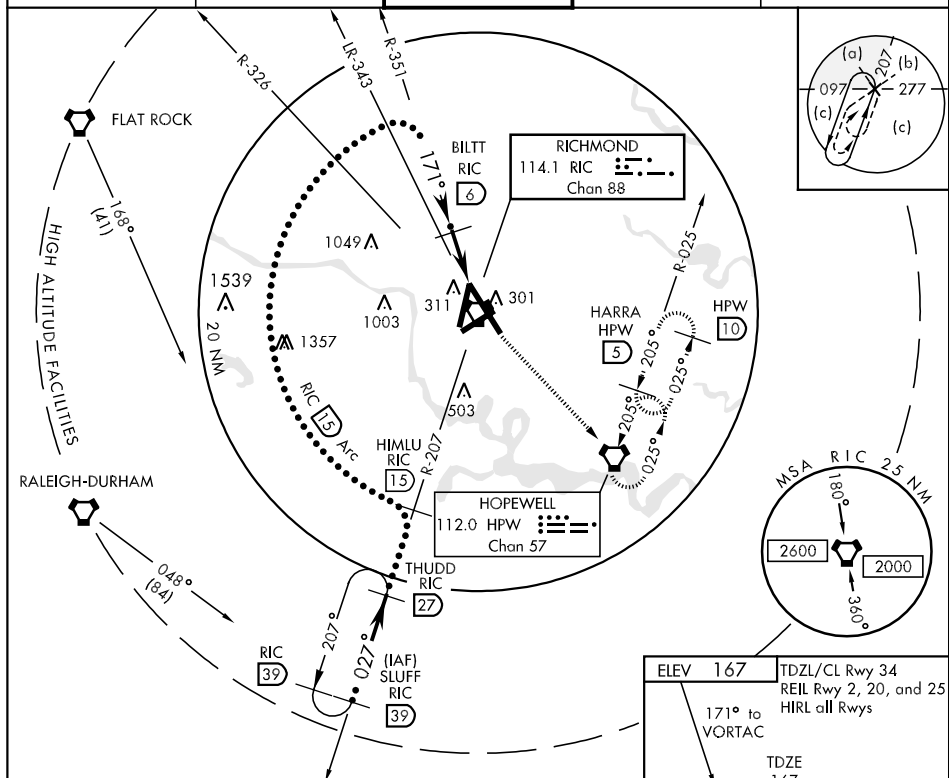
CATEGORY	C	D	E
S-ILS 16	367/24	200	(200-½)
S-LOC 16	580/40 413 (500-¾)		580/50 413 (500-1)
CIRCLING	660-1½ 493 (500-1½)	720-2 553 (600-2)	740-2 573 (600-2)



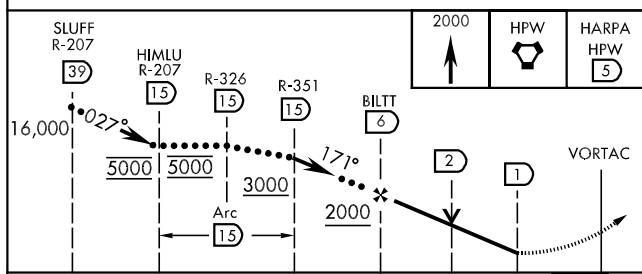
TACAN RIC Chan 88	APCH CRS 171°	Rwy Idg 9003 TDZE 167 Arpt Elev 167	JAL-347 [USAF]	RICHMOND INTL (KRIC)
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	MAJSR	MISSED APPROACH: Climb to 2000 direct to HPW VORTAC and hold. (TACAN acft continue to HARRA and hold.
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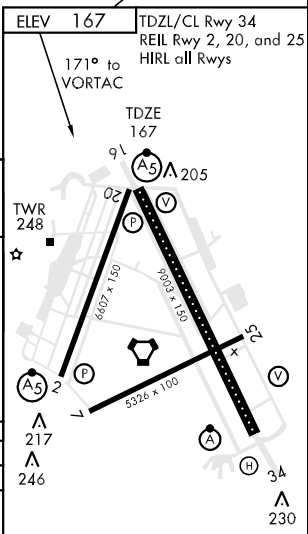
ATIS ★ 119.15 263.025	POTOMAC APP CON 134.7 307.2	RICHMOND TOWER 121.1 257.8	GND CON 121.9 348.6	CLNC DEL 127.55 348.6
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EMERG SAFE ALT 100 NM 6100



CATEGORY	C	D	E
S-16	640/40 473 (500-3/4)	640/50 473 (500-1)	640/60 473 (500-1 1/4)
CIRCLING	640-1 1/2 473 (500-1 1/2)	720-2 553 (600-2)	740-2 573 (600-2)



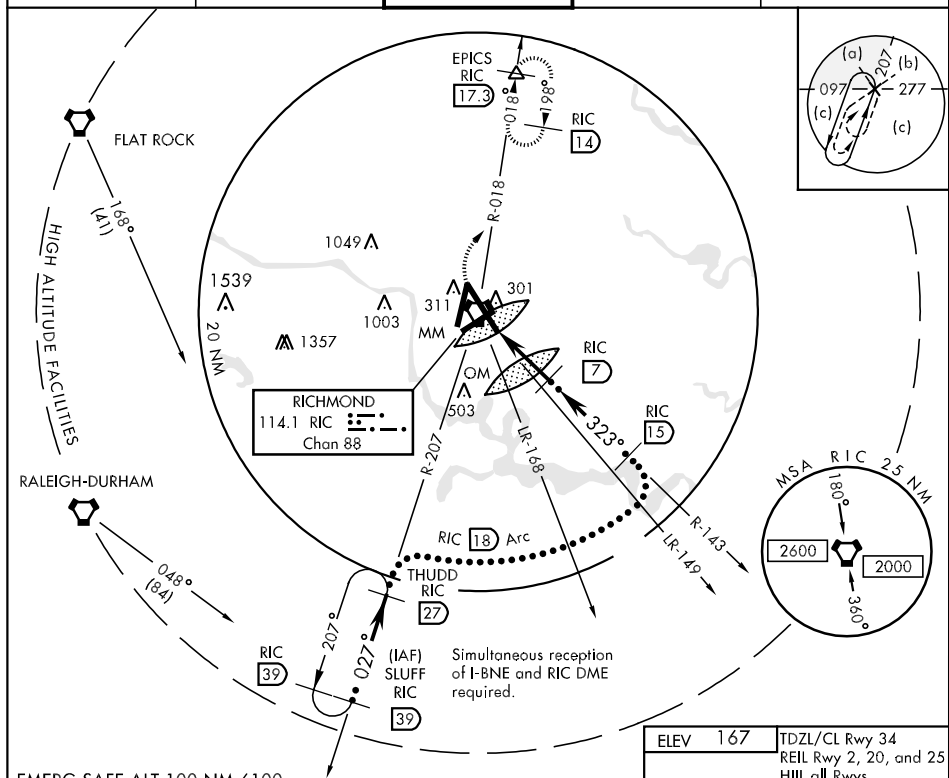
TACAN RIC Chan 88	APCH CRS 323°	Rwy ldg TDZE 161 Arpt Elev 167
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JAL-347 [USAF]

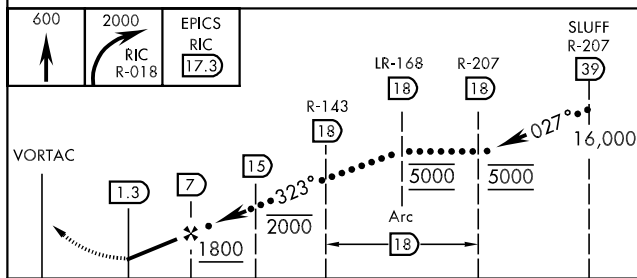
RICHMOND INTL (KRIC)

ALSF-2 	MISSED APPROACH: Climb straight ahead to 600, climbing right turn to 2000 via RIC R-018 to EPICS INT and hold.
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ATIS ★ 119.15 263.025	POTOMAC APP CON 134.7 307.2	RICHMOND TOWER 121.1 257.8	GND CON 121.9 348.6	CLNC DEL 127.55 348.6
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EMERG SAFE ALT 100 NM 6100



CATEGORY	C	D	E
S-34	500/40 339 (400-34)	500/50 339 (400-1)	
CIRCLING	640-1½ 473 (500-1½)	720-2 553 (600-2)	740-2 573 (600-2)

RICHMOND, VIRGINIA

37°30'N-77°19'W

RICHMOND INTL (KRIC)

Amdt 5 10210

LOC I-RGJ	APP CRS	Rwy Idg	9003
<u>110.7</u>	156°	TDZE	167
		Apt Elev	167

ILS or LOC RWY 16
RICHMOND INTL (RIC)

T DME from RIC VORTAC.
A **RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2000
direct HPW VORTAC and hold.

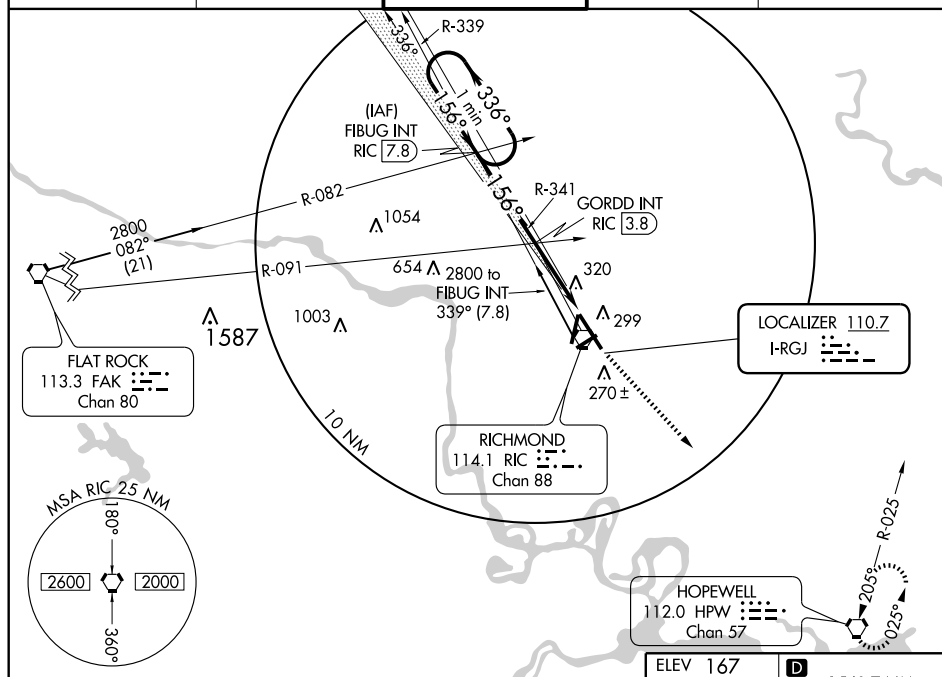
ATIS
119.15 263.025

POTOMAC APP CON
134.7 307.2

RICHMOND TOWER
121.1 257.8

GND CON
121.9 348.6

CLNC DEL
127.55 348.6



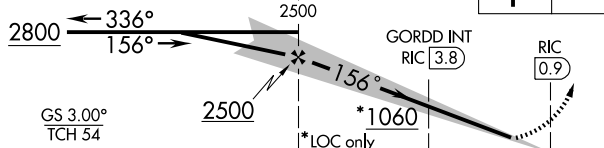
NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010

One Minute Holding Pattern

FIBUG INT
RIC 78200
▲

HPW



CATEGORY	A	B	C	D
S-ILS 16	**367/24 200 (200-½)			
S-LOC 16	1060/40	893 (900-¾)	1060-2¼ 893 (900-2¼)	1060-2½ 893 (900-2½)
CIRCLING	1060-1¼	893 (900-1¼)	1060-2¾ 893 (900-2¾)	1060-3 893 (900-3)

GORDD FIX MINIMUMS

S-LOC 16	580/24 413 (500-½)	580/40 413 (500-¾)	
CIRCLING	660-1 493 (500-1)	660-1½ 493 (500-1½)	720-2 553 (600-2)

ELEV 167 **D** 156° 7 NM
from FAF

TWR
343±

TDZE
167

☆

0



607 X 1.

好

/

A

24
ATDZ/C
HIRI R

ny 34
2-20 7

REIL R

20 and
FAE to

FAF to MAP 7 NM

Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

RICHMOND, VIRGINIA
Amdt 8A 10210

37°30'N - 77°19'W

RICHMOND INTL (RIC)
ILS or LOC RWY 16

ILS or LOC RWY 34

RICHMOND INTL (RIC)

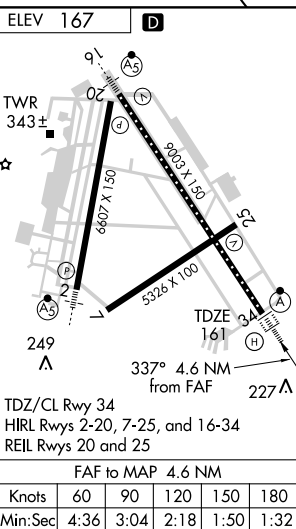
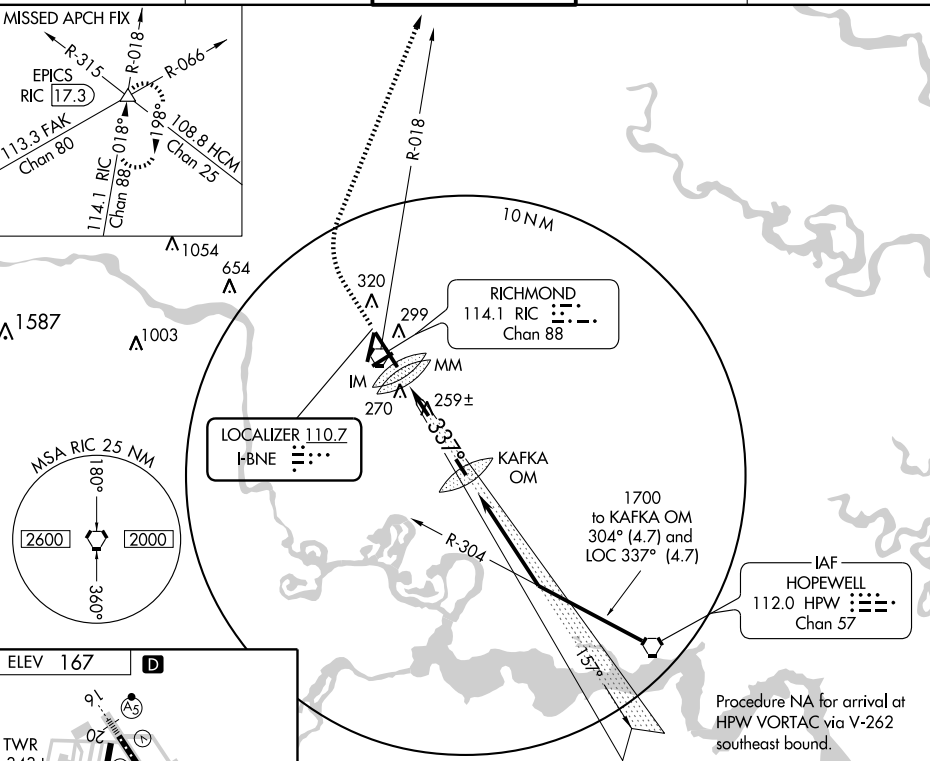
LOC I-BNE 110.7	APP CRS 337°	Rwy Idg TDZE Apt Elev	9003 161 167
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For inoperative ALSF-2, increase S-ILS 34 Cat E visibility to RVR 4000 and S-LOC 34 Cat E visibility to RVR 6000.



MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS 119.15 263.025	POTOMAC APP CON 134.7 307.2	RICHMOND TOWER 121.1 257.8	GND CON 121.9 348.6	CLNC DEL 127.55 348.6
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800

↑

2000

↶

EPICS
△
RIC
17.3

RIC R-018

KAFKA OM

1695

Procedure
Turn NA

IM

MM

337°

1700

GS 3.00°
TCH 54

0.1

0.3

4.2 NM

CATEGORY	A	B	C	D	E
S-ILS 34	361/18 200 (200-½)				361/24 200 (200-½)
S-LOC 34	520/24 359 (400-½)			520/40	359 (400-¾)
CIRCLING	660-1 493 (500-1)	660-1½ 493 (500-1½)	720-2 553 (600-2)	740-2 573 (600-2)	

ILS RWY 2

RICHMOND INTL (RIC)

LOC I-EZD 110.9	APP CRS 022°	Rwy Idg TDZE Apt Elev	6607 161 167
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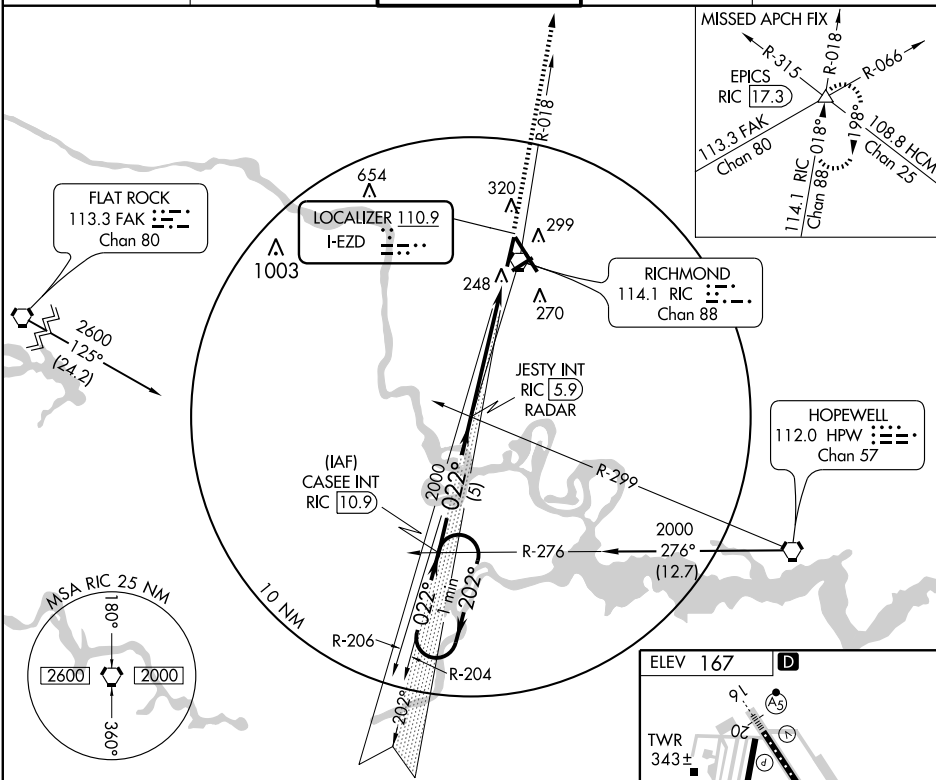


Inoperative table does not apply to S-ILS 2.
For inoperative MALSR, increase S-LOC 2
Cat. A and B visibility to 1.



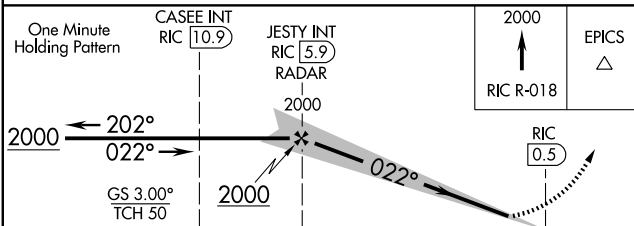
MISSED APPROACH: Climb to 2000 via RIC
R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS 119.15 263.025	POTOMAC APP CON 134.7 307.2	RICHMOND TOWER 121.1 257.8	GND CON 121.9 348.6	CLNC DEL 127.55 348.6
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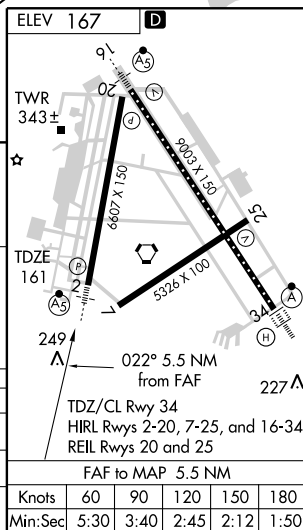


NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010



CATEGORY	A	B	C	D
S-ILS 2		411- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)	
S-LOC 2		580- $\frac{3}{4}$	419 (500- $\frac{3}{4}$)	
CIRCLING	660-1	493 (500-1)	660-1 $\frac{1}{2}$ 493 (500-1 $\frac{1}{2}$)	720-2 553 (600-2)



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

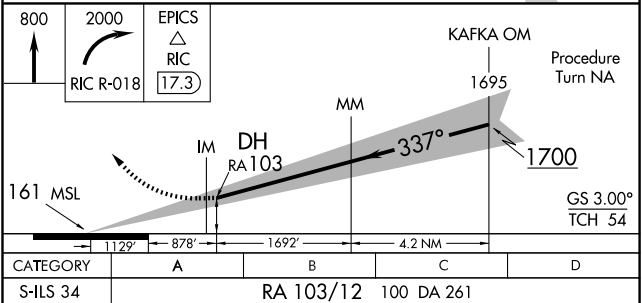
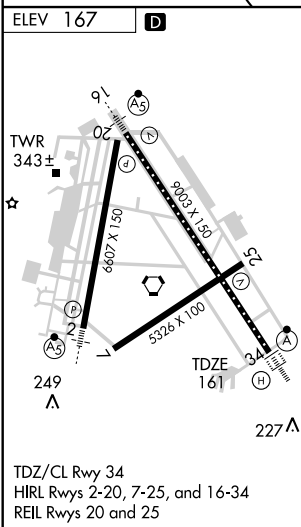
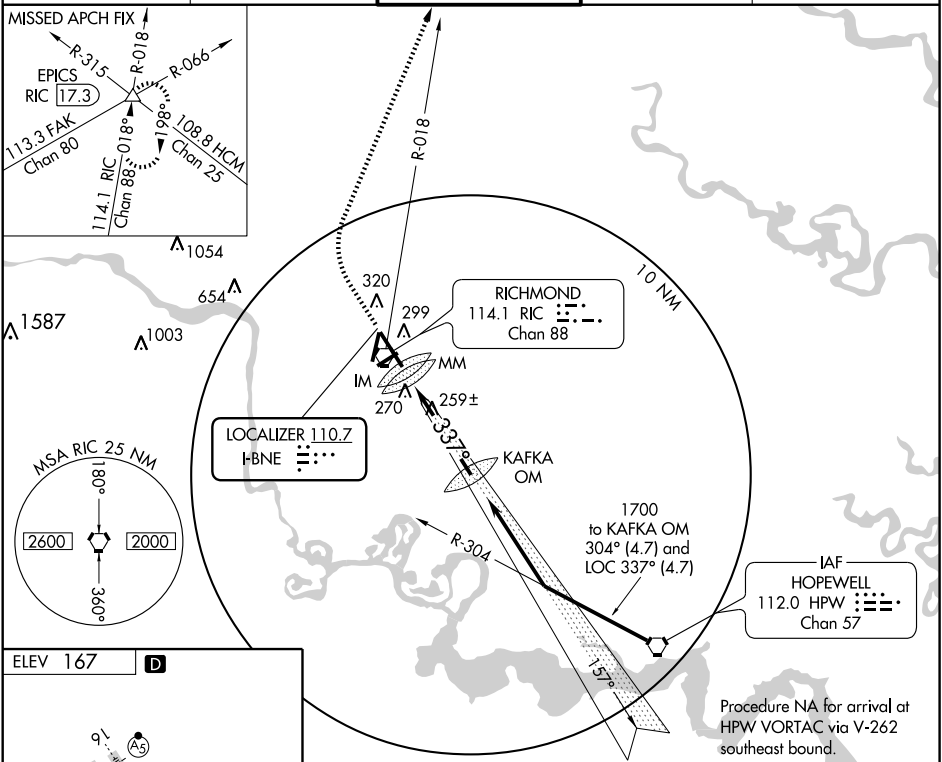
ILS RWY 34 (CAT II)

RICHMOND INTL (RIC)

LOC I-BNE 110.7	APP CRS 337°	Rwy Idg TDZE Apt Elev	9003 161 167
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	MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.
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ATIS 119.15 263.025	POTOMAC APP CON 134.7 307.2	RICHMOND TOWER 121.1 257.8	GND CON 121.9 348.6	CLNC DEL 127.55 348.6
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CATEGORY S-ILS 34	A	B	C	D
RA 103/12	100	DA 261	100	DA 261

**CATEGORY II ILS-SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

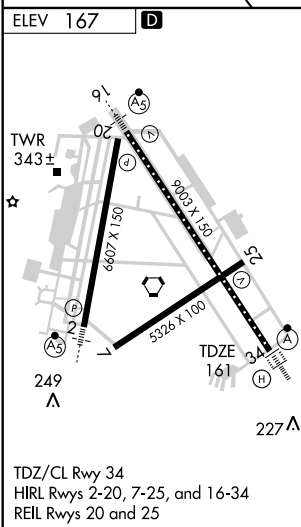
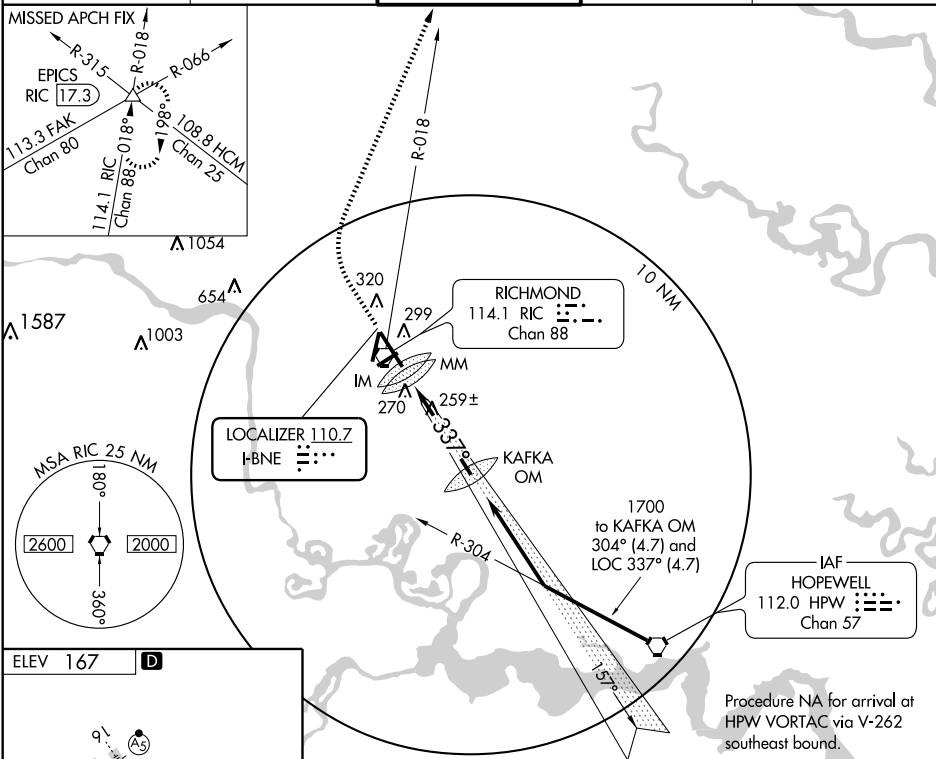
ILS RWY 34 (CAT III)

RICHMOND INTL (RIC)

LOC I-BNE 110.7	APP CRS 337°	Rwy Idg TDZE Apt Elev	9003 161 167
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	MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.
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ATIS 119.15 263.025	POTOMAC APP CON 134.7 307.2	RICHMOND TOWER 121.1 257.8	GND CON 121.9 348.6	CLNC DEL 127.55 348.6
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<div><div><div>800</div><div>↑</div></div><div><div>2000</div><div>↷</div></div><div><div>EPICS △ RIC</div><div>17.3</div></div></div> <div><div>161 MSL</div><div>IM 256</div><div>MM 348</div><div>KAFKA OM 1695</div><div>Procedure Turn NA</div><div>1700</div><div>GS 3.00° TCH 54</div></div> <div><div>1129'</div><div>778'</div><div>1792'</div><div>4.2 NM</div></div>					<table><tr><th>CATEGORY</th><th>A</th><th>B</th><th>C</th><th>D</th></tr><tr><td>S-ILS 34</td><td></td><td>CAT IIIa</td><td>RVR 07</td><td></td></tr><tr><td>S-ILS 34</td><td></td><td>CAT IIIb</td><td>RVR 06</td><td></td></tr><tr><td>S-ILS 34</td><td></td><td>CAT IIIc</td><td>NA</td><td></td></tr></table>					CATEGORY	A	B	C	D	S-ILS 34		CAT IIIa	RVR 07		S-ILS 34		CAT IIIb	RVR 06		S-ILS 34		CAT IIIc	NA	
CATEGORY	A	B	C	D																									
S-ILS 34		CAT IIIa	RVR 07																										
S-ILS 34		CAT IIIb	RVR 06																										
S-ILS 34		CAT IIIc	NA																										
CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED																													

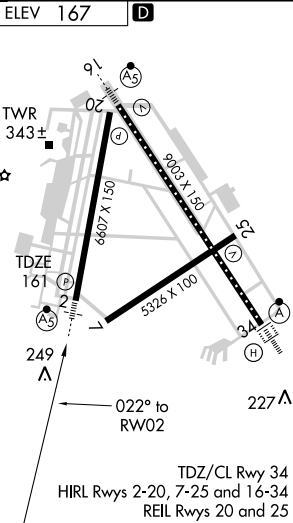
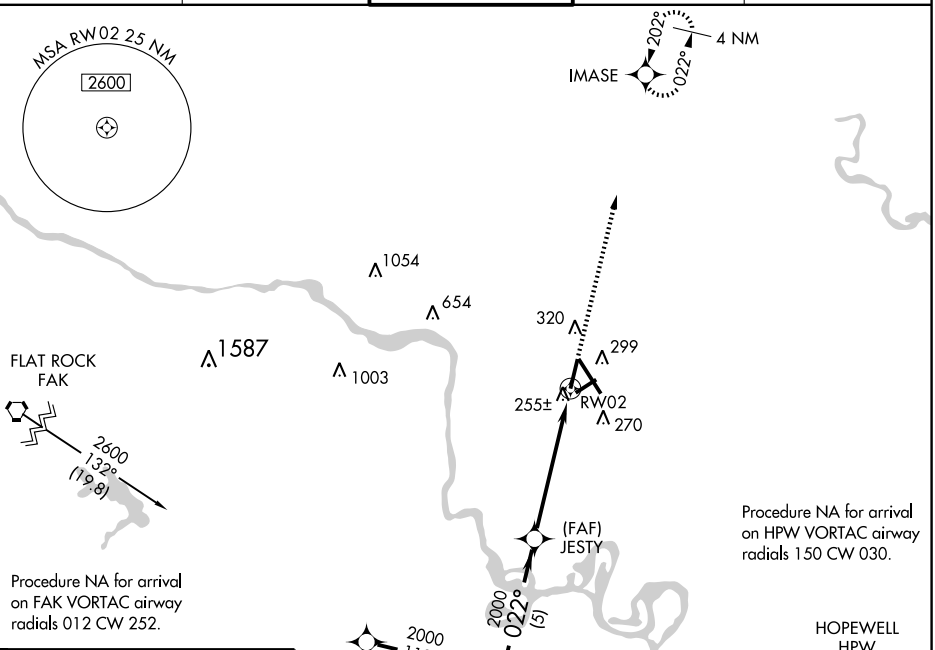
RNAV (GPS) RWY 2

RICHMOND INTL (RIC)

APP CRS	Rwy Idg	6607
022°	TDZE	161
	Apt Elev	167

<p>▼ For inoperative MALSR, increase LNAV Cats A and B visibility to 1. Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</p> <p>▲ NA</p>	<p>MALSR</p> <p>AS</p>	<p>MISSED APPROACH: Climb to 2000 direct IMASE WP and hold.</p>
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<p>ATIS</p> <p>119.15 263.025</p>	<p>POTOMAC APP CON</p> <p>134.7 307.2</p>	<p>RICHMOND TOWER</p> <p>121.1 257.8</p>	<p>GND CON</p> <p>121.9 348.6</p>	<p>CLNC DEL</p> <p>127.55 348.6</p>
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	CASEE	JESTY		
Procedure Turn NA	2000	022°	2000	022°
GS 3.00° TCH 50				
	5 NM	4.4 NM	1.2 NM	
CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	520-¾ 359 (400-¾)			
LNAV MDA	580-¾ 419 (500-¾)			
CIRCLING	660-1¼	493 (500-1¼)	660-1½ 493 (500-1½)	720-2 553 (600-2)

RNAV (GPS) RWY 7

RICHMOND INTL (RIC)

APP CRS 066°	Rwy Idg 5326
	TDZE 158
	Apt Elev 167

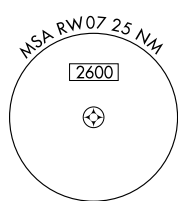
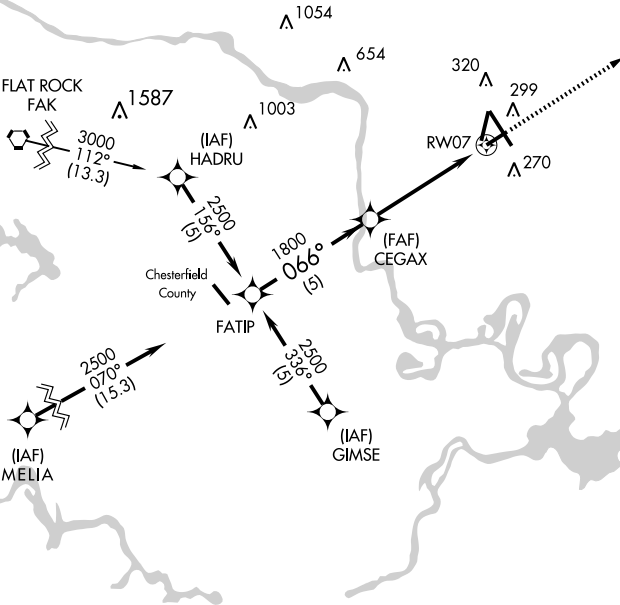


Straight in minimums NA at night.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

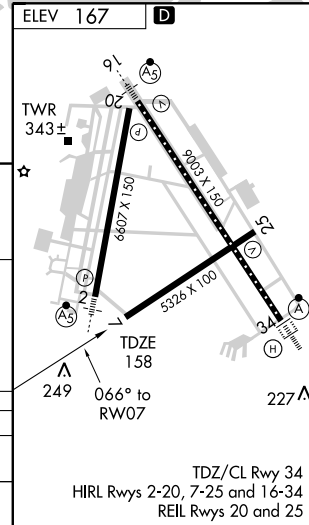
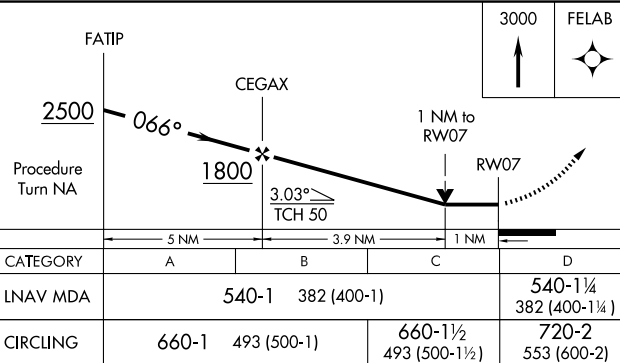
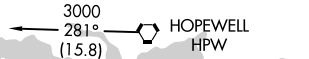
MISSED APPROACH: Climb to 3000 direct FELAB WP and hold.

ATIS 119.15 263.025	POTOMAC APP CON 134.7 307.2	RICHMOND TOWER 121.1 257.8	GND CON 121.9 348.6	CLNC DEL 127.55 348.6
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Procedure NA for arrival on FAK
VORTAC airway radials 352 CW 232.



Procedure NA for arrival on HPW
VORTAC airway radials 041 CW 161.



RNAV (GPS) RWY 16

RICHMOND INTL (RIC)

APP CRS 156°	Rwy Idg TDZE Apt Elev	9003 167 167
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For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -15°C (5°F) or above 49°C (120°F).
DME/DME RNP-0.3 NA.

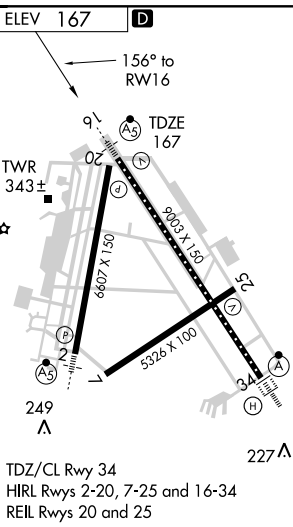
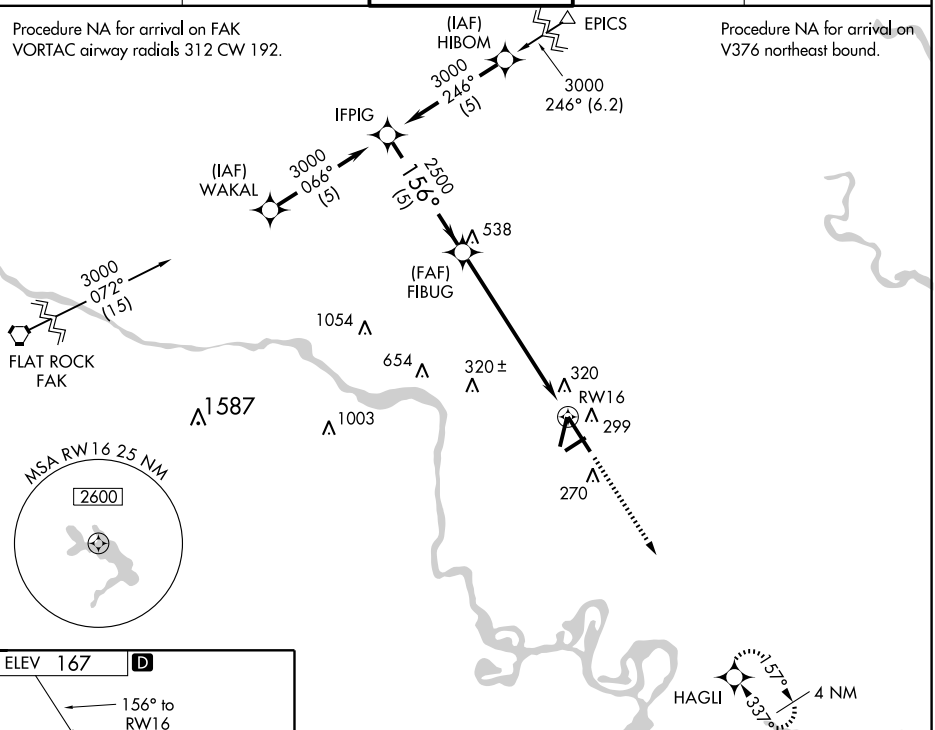


MISSED APPROACH: Climb to
2500 direct HAGLI WP and hold.

ATIS 119.15 263.025	POTOMAC APP CON 134.7 307.2	RICHMOND TOWER 121.1 257.8	GND CON 121.9 348.6	CLNC DEL 127.55 348.6
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Procedure NA for arrival on FAK
VORTAC airway radials 312 CW 192.

Procedure NA for arrival on
V376 northeast bound.



IFPIG	2500	HAGLI
3000	156°	
Procedure Turn NA		
GS 3.00°		
TCH 54		
	5 NM	5.2 NM
CATEGORY	A	B
GLS PA DA	NA	
LNAV/VNAV DA	605/50 438 (500-1)	
LNAV MDA	800/24 633 (700-½)	800/60 633 (700-1¼)
CIRCLING	800-1 633 (700-1)	800-2 633 (700-2)

APP CRS
202°

Rwy Idg
TDZE **167**
Apt Elev **167**

RNAV (GPS) RWY 20

RICHMOND INTL (RIC)



GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to
2000 direct CASEE WP and hold.

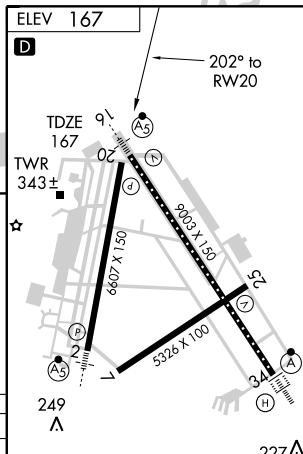
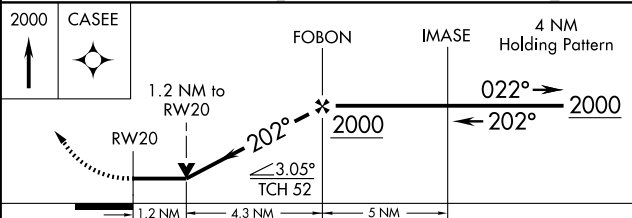
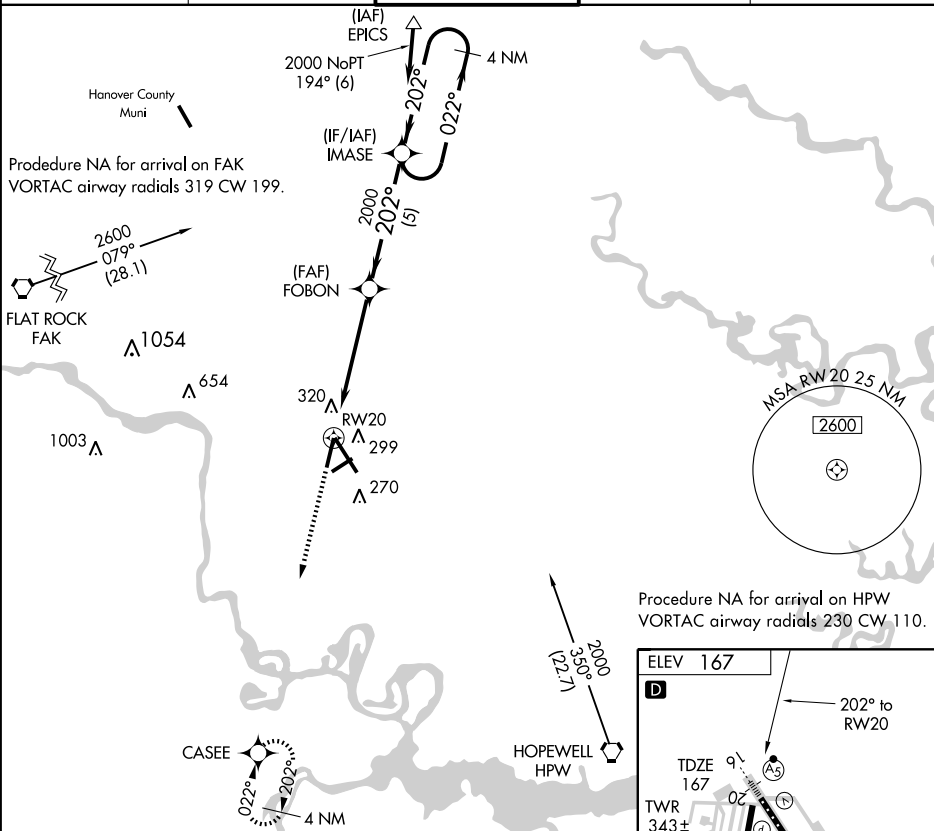
ATIS
119.15 263.025

POTOMAC APP CON
134.7 307.2

RICHMOND TOWER
121.1 257.8

GND CON
121.9 348.6

CLNC DEL
127.55 348.6



CATEGORY	A	B	C	D
LNNAV MDA	600-1 433 (500-1)	433 (500-1)	600-1½ 433 (500-1½)	600-1½ 433 (500-1½)
CIRCLING	660-1 493 (500-1)	493 (500-1)	660-1½ 493 (500-1½)	720-2 553 (600-2)

APP CRS
247°

Rwy Idg	5326
TDZE	160
Apt Elev	167

RNAV (GPS) RWY 25
RICHMOND INTL (RIC)

RICHMOND INTL (RIC)



GPS or RNP-0.3 required.



ANA

DME/DME RNP-0.3 NA.

Baro-VNAV NA below -15°C (5°F)

MISSED APPROACH: Climb to 2000 direct FATIP WP and hold.

ATIS

119,15 263,025

POTOMAC APP CON

134.7 307.2

RICHMOND TOWER

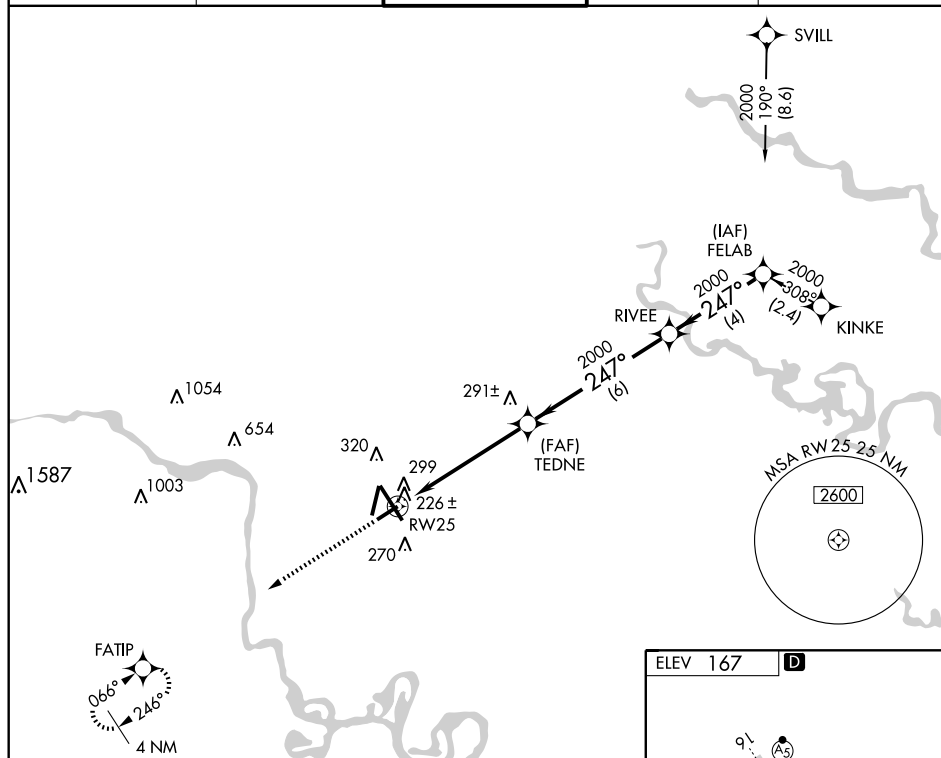
121.1 257.8

GND CON

121.9 348.6

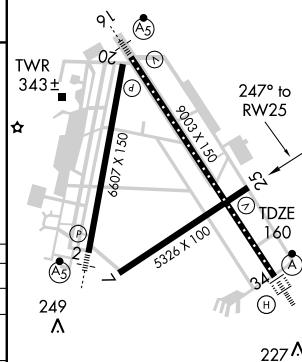
CLNC DEL

127.55 348.6



NE-3, 23 SEP 2010 to 21 OCT 2010

ELEV 167



TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25

RICHMOND, VIRGINIA

Orig 10210

37°30'N - 77°19'W

RICHMOND INTL (RIC)

RNAV (GPS) RWY 25

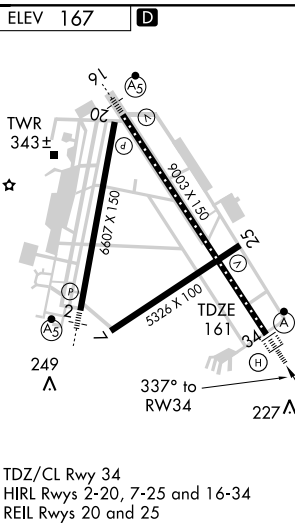
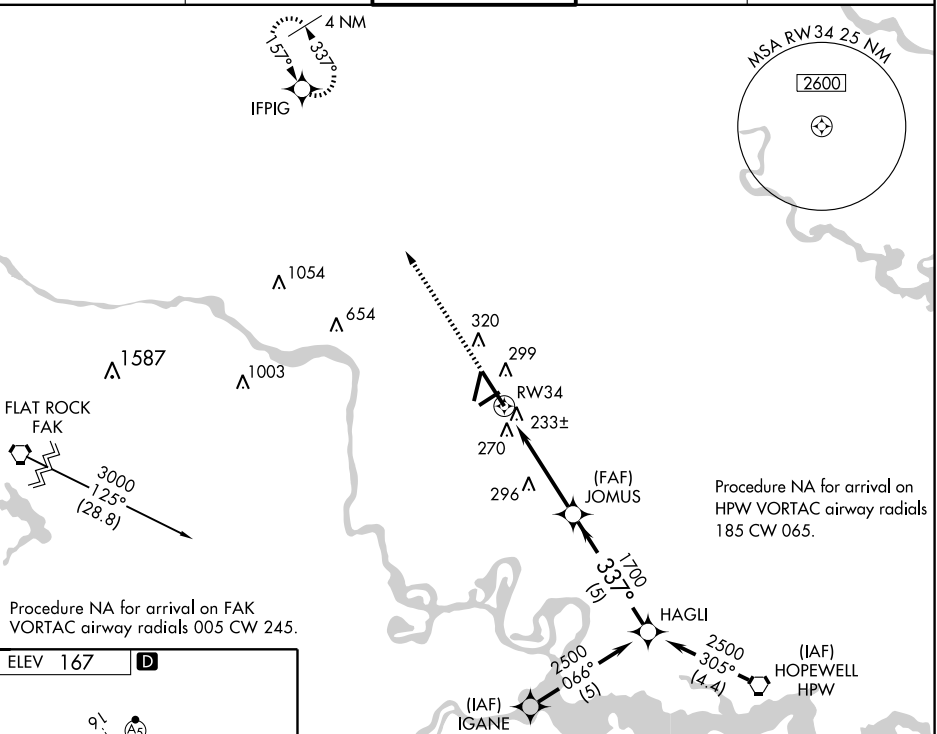
RNAV (GPS) RWY 34

RICHMOND INTL (RIC)

APP CRS 337°	Rwy Idg TDZE Apt Elev	9003 161 167
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<p>▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. DME/DME RNP-0.3 NA.</p> <p>△ NA</p>	<p>ALSF-2</p> <p>MISSED APPROACH: Climb to 2500 direct IFPIG WP and hold.</p>
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<p>ATIS</p> <p>119.15 263.025</p>	<p>POTOMAC APP CON</p> <p>134.7 307.2</p>	<p>RICHMOND TOWER</p> <p>121.1 257.8</p>	<p>GND CON</p> <p>121.9 348.6</p>	<p>CLNC DEL</p> <p>127.55 348.6</p>
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<div><div>2500</div><div>↑</div></div>		<div><div>IFPIG</div><div></div></div>			
<div><div></div><div>RW34</div></div>		<div><div></div><div>JOMUS</div></div>		<div><div></div><div>HAGLI</div></div>	
<div><div></div><div>*1.1 NM to RW34</div></div>		<div><div></div><div>337°</div></div>		<div><div>2500</div><div>Procedure Turn NA</div><div>GS 3.00°</div><div>TCH 55</div></div>	
<div><div></div><div>1.1 NM</div></div>		<div><div></div><div>3.5 NM</div></div>		<div><div></div><div>5 NM</div></div>	
CATEGORY	A	B	C	D	
GLS DA	NA				
LNAV/VNAV DA	570/50 409 (500-1)				
LNAV MDA	560/24 399 (400-½)			560/50 399 (400-1)	
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)		720-2 553 (600-2)

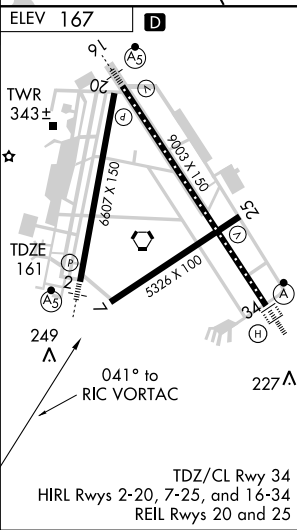
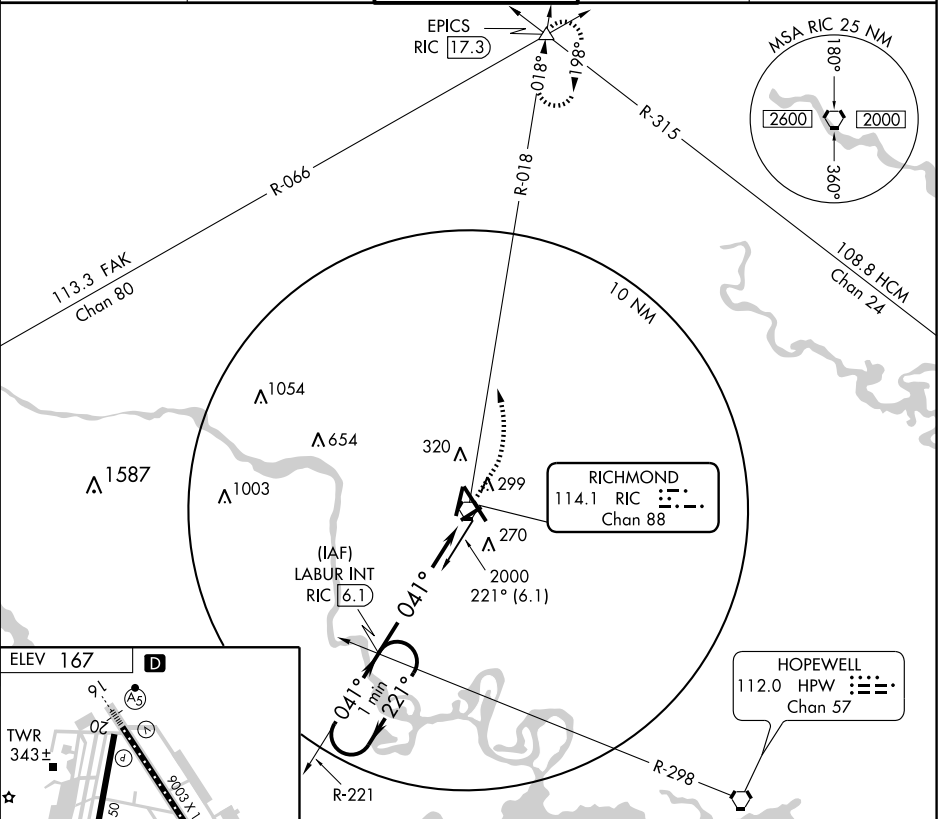
VORTAC RIC 114.1 Chan 88	APP CRS 041°	Rwy Idg TDZE Apt Elev	6607 161 167
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VOR RWY 2

RICHMOND INTL (RIC)

<p>▼ Inoperative table does not apply.</p>	<p>MALSR </p>	<p>MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via RIC R-018 to EPICS INT and hold.</p>
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ATIS 119.15 263.025	POTOMAC APP CON 134.7 307.2	RICHMOND TOWER 121.1 257.8	GND CON 121.9 348.6	CLNC DEL 127.55 348.6
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<p>One Minute Holding Pattern</p> <p>2000 ← 221° → 041°</p>		<p>LABUR INT RIC (6.1)</p> <p>041°</p> <p>2.98° TCH 50</p> <p>4.7 NM</p>		<p>600</p> <p>2000</p> <p>RIC R-018</p> <p>EPICS △</p>	
<p>RIC (1.4)</p> <p>VORTAC</p>		<p>1</p>		<p>1</p>	
CATEGORY	A	B	C	D	
S-2	540-1 379 (400-1)			540-1¼ 379 (400-1¼)	
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)		720-2 553 (600-2)

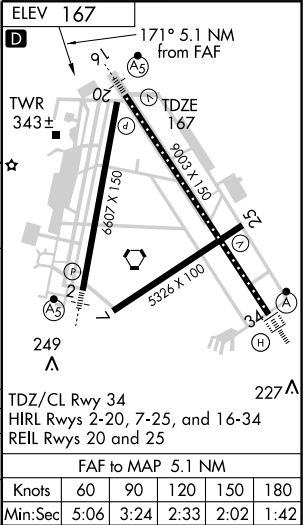
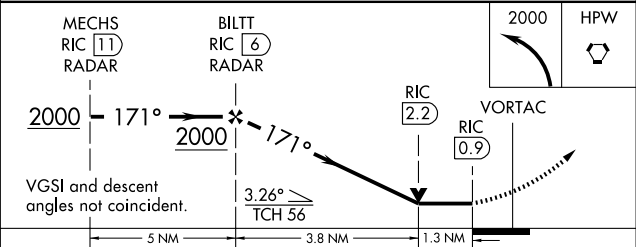
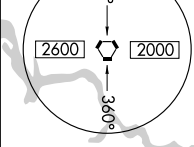
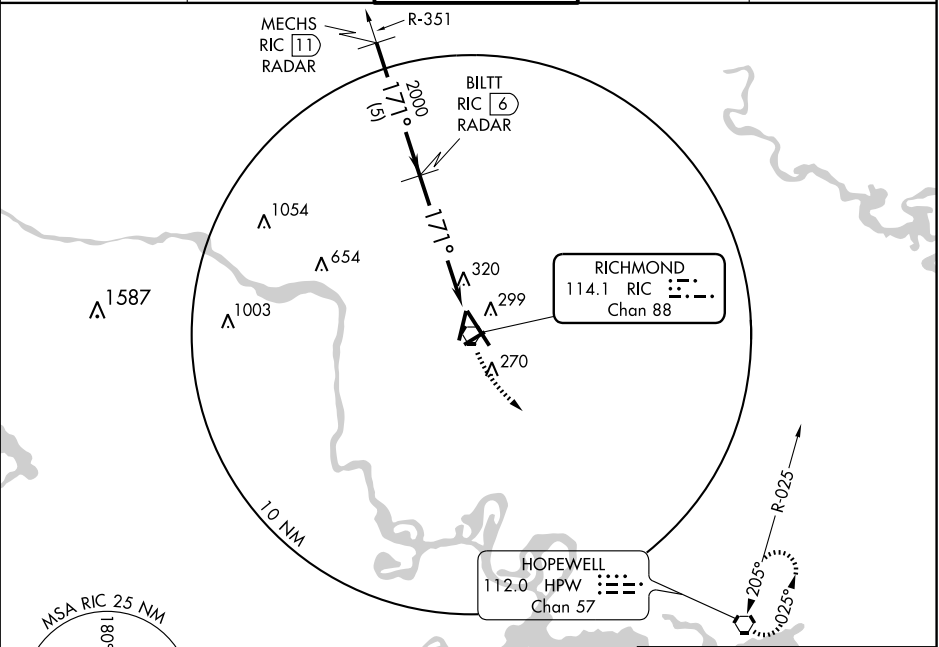
VORTAC RIC 114.1 Chan 88	APP CRS 171°	Rwy Idg TDZE Apt Elev	9003 167 167
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VOR RWY 16

RICHMOND INTL (RIC)

	DME or RADAR REQUIRED		MISSED APPROACH: Climbing left turn to 2000 direct HPW VORTAC and hold.
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ATIS 119.15 263.025	POTOMAC APP CON 134.7 307.2	RICHMOND TOWER 121.1 257.8	GND CON 121.9 348.6	CLNC DEL 127.55 348.6
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CATEGORY	A	B	C	D
S-16	640/24 473 (500-½)		640/40 473 (500-¾)	640/50 473 (500-1)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

VORTAC RIC 114.1 Chan 88	APP CRS 188°	Rwy Idg TDZE Apt Elev 167	6607 167
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VOR RWY 20

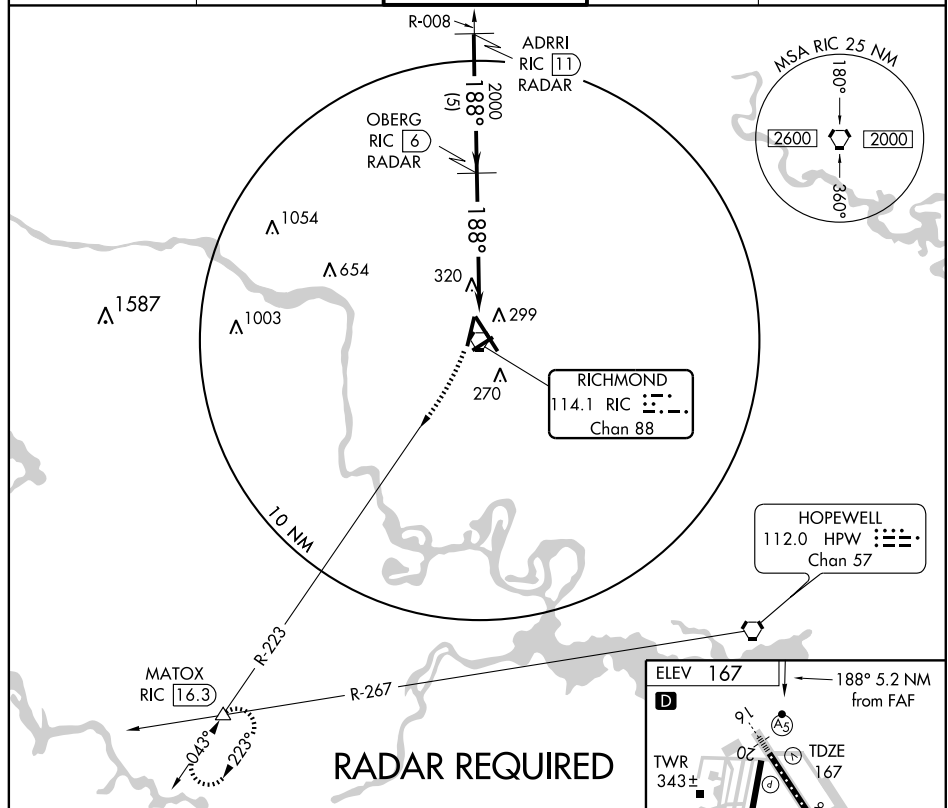
RICHMOND INTL (RIC)



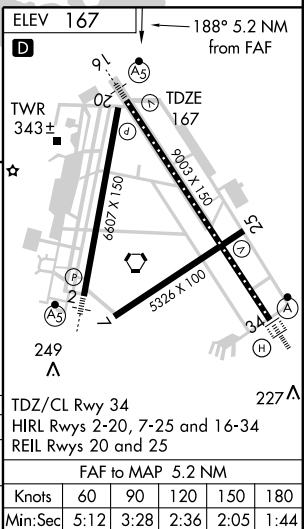
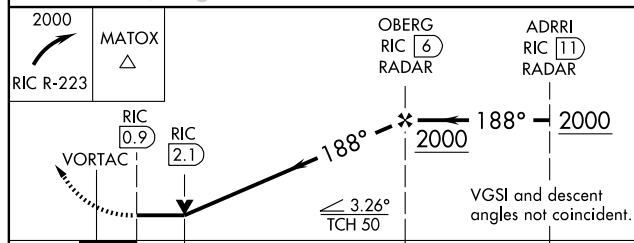
DME or RADAR REQUIRED

MISSED APPROACH: Climbing right turn to 2000 via RIC R-223 to MATOX INT/RIC 16.3 DME and hold.

ATIS 119.15 263.025	POTOMAC APP CON 134.7 307.2	RICHMOND TOWER 121.1 257.8	GND CON 121.9 348.6	CLNC DEL 127.55 348.6
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RADAR REQUIRED



CATEGORY	A	B	C	D
S-20	640-1 473 (500-1)		640-1¼ 473 (500-1¼)	640-1½ 473 (500-1½)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

TDZ/CL Rwy 34	60	90	120	150	180
HIRL Rwy 2-20, 7-25 and 16-34	5:12	3:28	2:36	2:05	1:44
REIL Rwy 20 and 25					
FAF to MAP 5.2 NM					

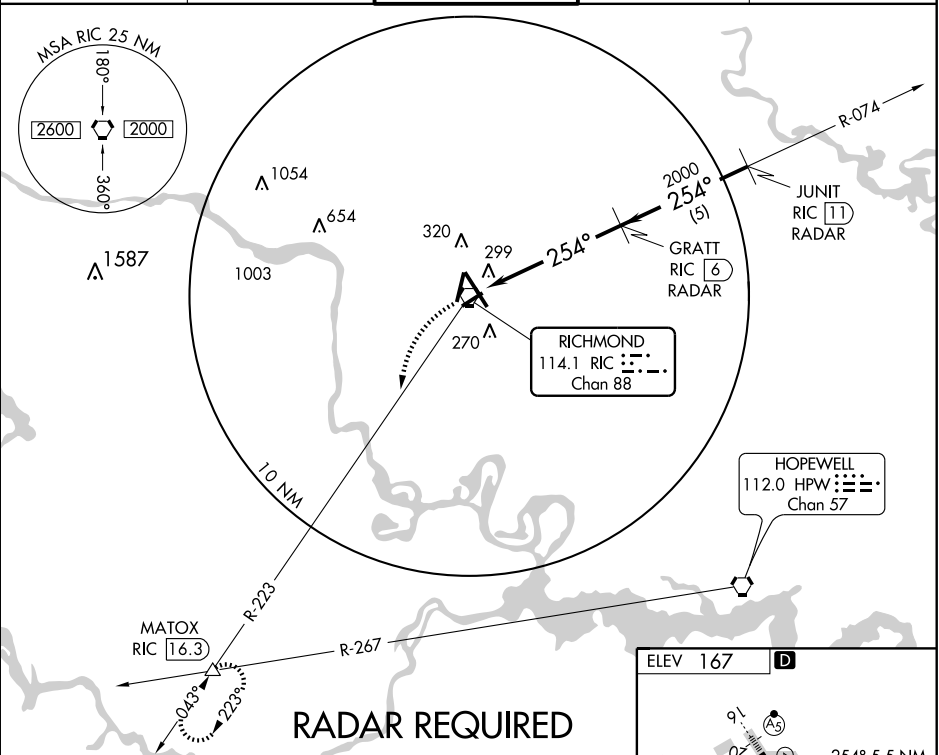
VORTAC RIC 114.1 Chan 88	APP CRS 254°	Rwy Idg TDZE 160 Apt Elev 167	5326
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VOR RWY 25

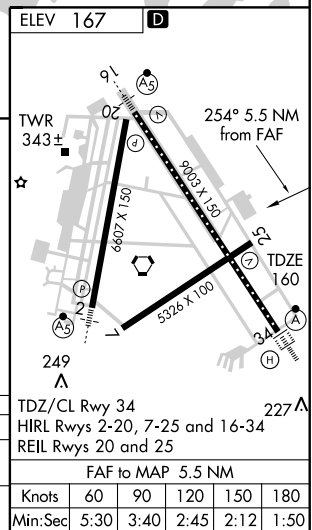
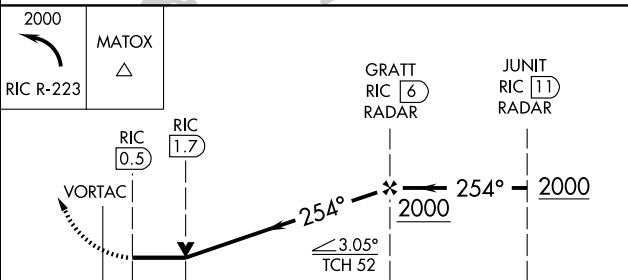
RICHMOND INTL (RIC)

▼ DME or RADAR REQUIRED	MISSED APPROACH: Climbing left turn to 2000 via RIC R-223 to MATOX INT and hold.
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ATIS 119.15 263.025	POTOMAC APP CON 134.7 307.2	RICHMOND TOWER 121.1 257.8	GND CON 121.9 348.6	CLNC DEL 127.55 348.6
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RADAR REQUIRED



CATEGORY	A	B	C	D
S-25	600-1 440 (500-1)		600-1¼ 440 (500-1¼)	600-1½ 440 (500-1½)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

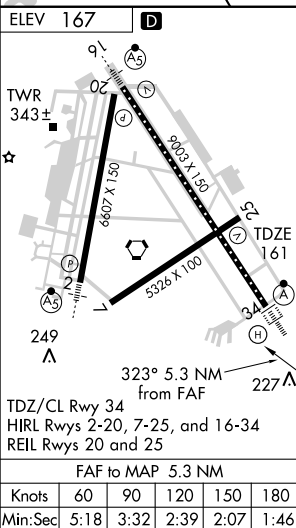
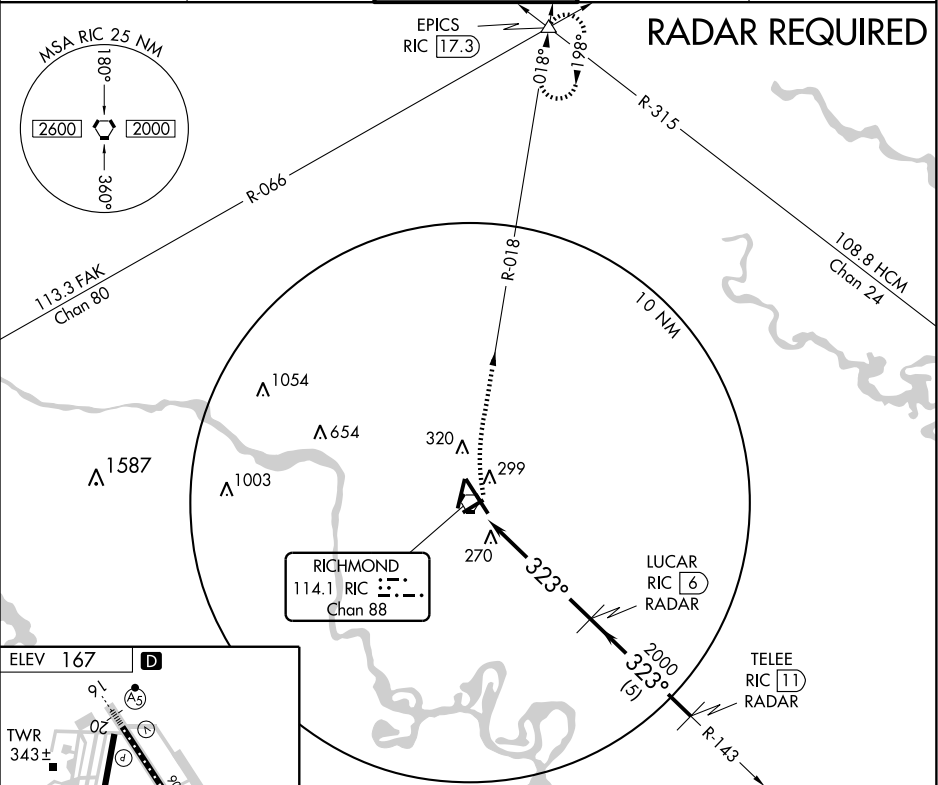
VORTAC RIC	APP CRS	Rwy Idg	9003
114.1	323°	TDZE	161
Chan 88		Apt Elev	167



VOR RWY 34

RICHMOND INTL (RIC)

<p>For inoperative ALSF, increase S-34 Cat D visibility to RVR 6000. DME or RADAR REQUIRED</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climbing right turn to 2000 via RIC R-018 to EPICS INT and hold.</p>
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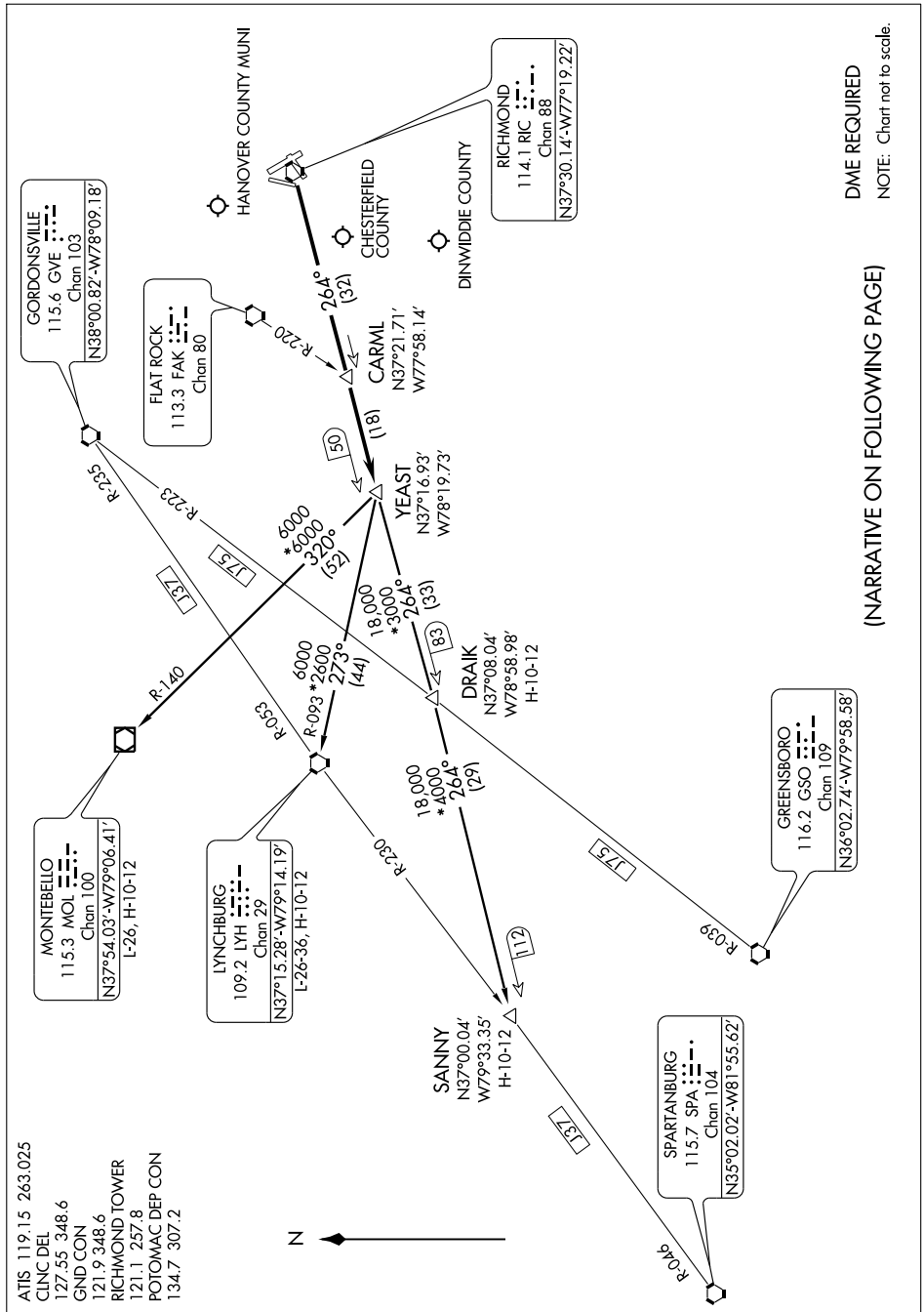
<p>ATIS</p> <p>119.15 263.025</p>	<p>POTOMAC APP CON</p> <p>134.7 307.2</p>	<p>RICHMOND TOWER</p> <p>121.1 257.8</p>	<p>GND CON</p> <p>121.9 348.6</p>	<p>CLNC DEL</p> <p>127.55 348.6</p>
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2000  RIC R-018	EPICS 	LUCAR RIC <u>6</u> RADAR	TELEE RIC <u>11</u> RADAR

YEAST ONE DEPARTURE

NE-3, 23 SEP 2010 to 21 OCT 2010



NE-3, 23 SEP 2010 to 21 OCT 2010

YEAST ONE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Fly runway heading or as assigned for radar vectors to intercept the RIC R-264 to YEAST intersection, then via assigned transition. Climb and maintain 3000 or assigned altitude. Expect clearance to requested altitude/flight level ten minutes after departure.

MONTEBELLO TRANSITION (YEAST1.MOL): From over YEAST INT via MOL VOR/DME R-140 to MOL VOR/DME.

LYNCHBURG TRANSITION (YEAST1.LYH): From over YEAST INT via LYH VORTAC R-093 to LYH VORTAC.

DRAIK TRANSITION (YEAST1.DRAIK): From over YEAST INT via RIC VORTAC R-264 to DRAIK INT.

SANNY TRANSITION (YEAST1.SANNY): From over YEAST INT via RIC VORTAC R-264 to SANNY INT.

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

RICHMOND/ASHLAND

HANOVER CO MUNI

(OFF) 8 N UTC-5(-4DT) N37°42.54' W77°26.20'

WASHINGTON

207 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-1007(800) NOTAM FILE OFF

H-10H, 12I, L-34E, 36H

RWY 16-34: H5402X100 (ASPH-PFC) S-40 MIRL

IAP

RWY 16: REIL. PAPI(P4L). Tree. RWY 34: REIL. Trees.

AIRPORT REMARKS: Attended 1200-0000Z+. For acct svcs call

804-798-6500. Deer and birds on and invof arpt. Noise sensitive area S of arpt. ACTIVATE MIRL Rwy 16-34; REIL Rws 16 and 34-CTAF.

WEATHER DATA SOURCES: ASOS 119.025 (804) 752-2902 (Except thunderstorm.)

COMMUNICATIONS: CTAF/UNICOM 122.7

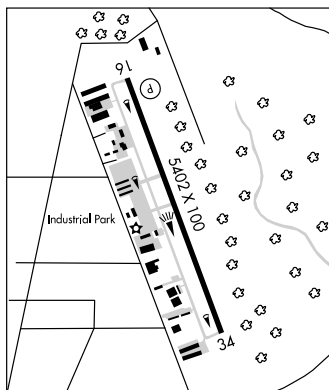
⑤ POTOMAC APP/DEP CON 134.7 POTOMAC CLNC DEL 125.4

RADIO AIDS TO NAVIGATION: NOTAM FILE RIC.

RICHMOND (H) VORTAC 114.1 RIC Chan 88 N37°30.14'

W77°19.22' 345° 13.6 NM to fld. 159/09W.

ILS/DME 109.7 I-OPF Chan 34 Rwy 16. LOC only. LOC unmonitored when arpt unattended.



ROANOKE RGNL/WOODRUM FIELD

(ROA) 3 NW UTC-5(-4DT)

N37°19.53' W79°58.53'

CINCINNATI

H-10H, 12H, L-26I

1175 B S4 FUEL 100LL, JET A OX 1, 2, TPA-1975(800)

Class I, ARFF Index B

IAP, AD

NOTAM FILE ROA

RWY 06-24: H6800X150 (ASPH-GRVD) S-150, D-200, 2S-175, 2D-310 HIRL

RWY 06: REIL. MALSR. VASI(V4L)—GA 3.0° TCH 58'.

RWY 24: REIL. Thld displcd 790'.

RWY 15-33: H5810X150 (ASPH-GRVD) S-150, D-200, 2S-175, 2D-310 HIRL 0.4% up NW

RWY 33: MALSR. PAPI (P4L)—GA 3.0° TCH 63'. Tower.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-6800 TODA-6800 ASDA-6800 LDA-6800

RWY 15: TORA-5810 TODA-5810 ASDA-5810 LDA-5810

RWY 24: TORA-6800 TODA-6800 ASDA-6800 LDA-6010

RWY 33: TORA-5810 TODA-5810 ASDA-5810 LDA-5810

ARRESTING GEAR/SYSTEM

RWY 33: EMAS

AIRPORT REMARKS: Attended continuously. Large flocks of birds invof arpt. Take off Rwy 33 and landings Rwy 15 not authorized at night nor during IFR conditions due to terrain. Transient pilots ctc FBO UNICOM freq 122.95 for acct parking and escort.

WEATHER DATA SOURCES: ASOS (540) 265-0680. LLWAS.

COMMUNICATIONS: ATIS 134.95 UNICOM 122.95

ROANOKE RCO 122.6 122.2 122.1R 109.4T (LEESBURG RADIO)

⑤ ROANOKE APP/DEP CON 126.9 (Rwy 15-33 151°-359°, Rwy 06 075°-234°) 118.15 (Rwy 15-33 360°-150°, Rwy 06 235°-074°)

TOWER 118.3 GND CON 121.9 CLNC DEL 119.7

AIRSPACE: CLASS C svc continuous ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE ROA.

(L) VORTAC 109.4 ROA Chan 31 N37°20.61' W80°04.23' 107° 4.7 NM to fld. 3060/04W.

DME unusable 270°-005° beyond 20 NM below 6000'.

WOODRUM (T) VORW 114.9 ODR N37°19.45' W79°58.74' at fld.

VINTON NDB (MHW) 277 VIT N37°12.24' W79°52.90' 334° 8.6 NM to fld. NDB unusable beyond 11 NM.

ILS 109.7 I-ROA Rwy 33. CLASS IB.

LDA/DME 111.1 I-SZK Chan 48 Rwy 06. LDA located 1202' inboard of Rwy 06 thld and 1100' right of rwy centerline, offset angle 14° 41'. GS aimed parallel to localizer course. ILS unusable 1.4 DME (JOKNI) inbound. DME unusable byd 30° left of course.



RONALD REAGAN WASHINGTON NATL

(See DISTRICT OF COLUMBIA. WASHINGTON)

LOC/DME I-OPF
Chan **34**
APP CRS
159°
Rwy Idg **5402**
TDZE
Apt Elev **207**

RICHMOND/ASHLAND/ HANOVER COUNTY MUNI (OPF)

NA Circling to Rwy 34 NA at night. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Richmond Intl altimeter setting and increase all MDAs 40 feet.

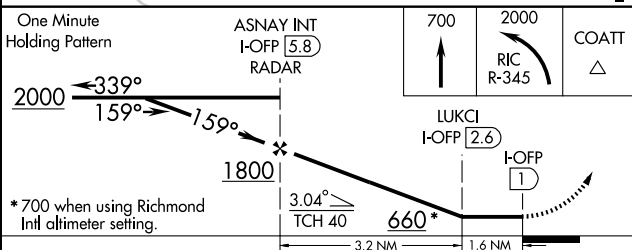
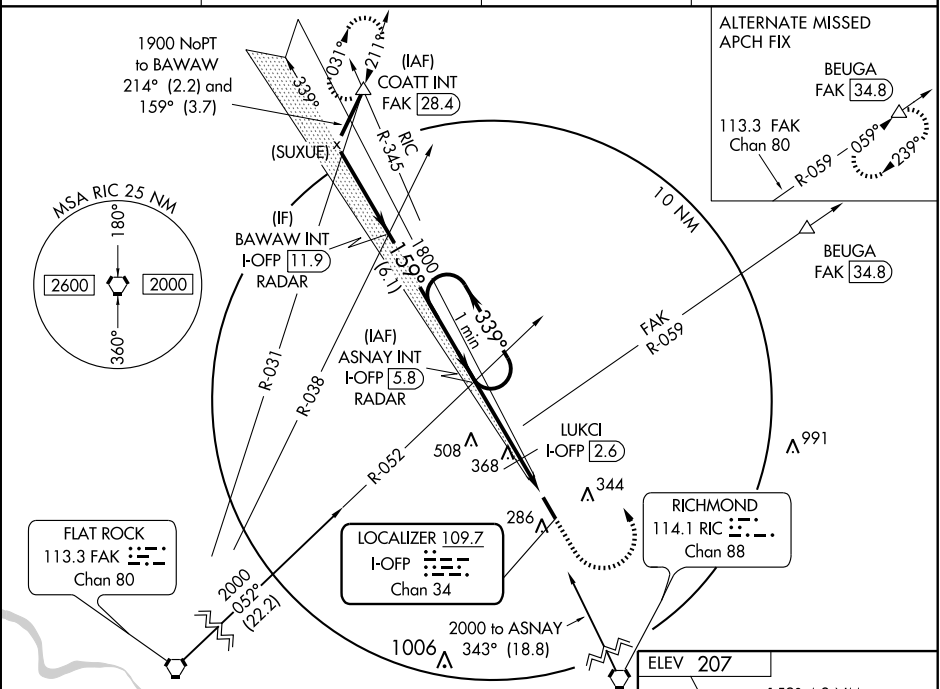
MISSED APPROACH: Climb to 700 then climbing left turn to 2000 via RIC VORTAC R-345 to COATT INT and hold.

ASOS
119.025

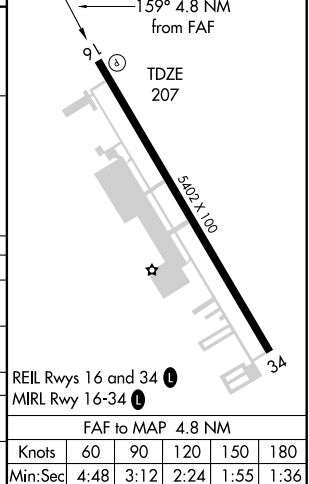
POTOMAC APP CON
134.7 307.2

CLNC DEL
125.4

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
S-16	660-1	453 (500-1)	660 - 1 1/4 453 (500-1 1/4)	660 - 1 1/2 453 (500-1 1/2)
CIRCLING	660-1	453 (500-1)	660 - 1 1/2 453 (500-1 1/2)	760 - 2 553 (600-2)
LUKCI FIX MINIMUMS				
S-16	560-1	353 (400-1)	560 - 1 1/4 353 (400-1 1/4)	
CIRCLING	620 - 1 413 (500-1)	660 - 1 453 (500-1)	660 - 1 1/2 453 (500-1 1/2)	760 - 2 553 (600-2)



WAAS CH 42904 W16A	APP CRS 159°	Rwy Idg TDZE Apt Elev	5402 207 207
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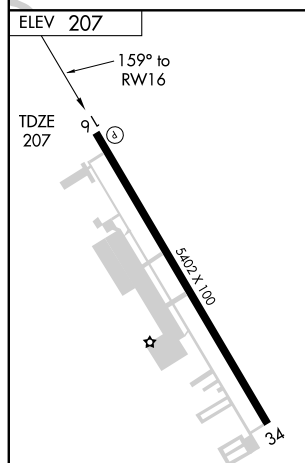
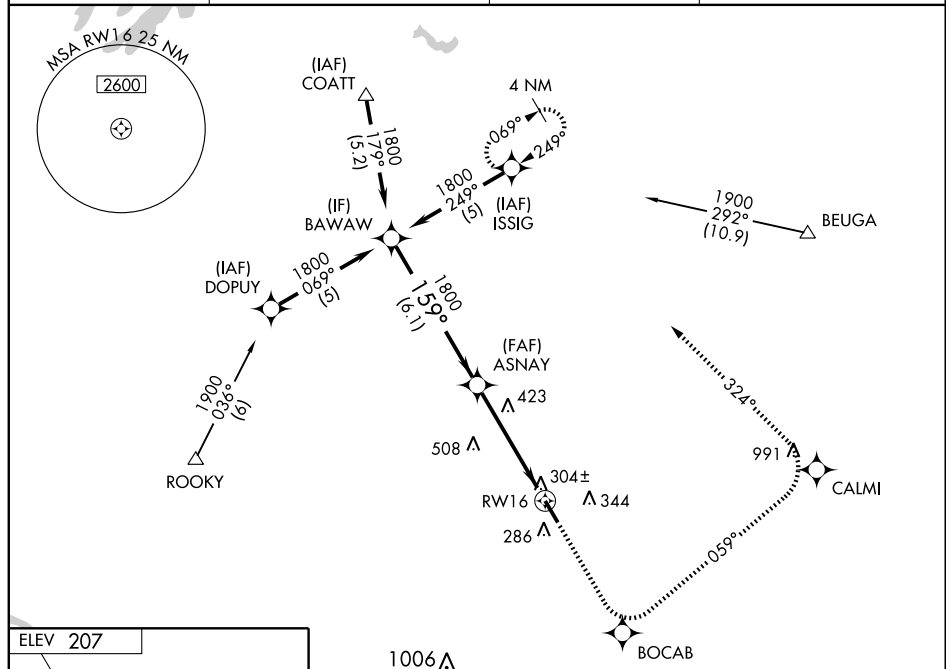
RNAV (GPS) RWY 16

RICHMOND/ASHLAND / HANOVER COUNTY MUNI (OFP)

▼ If local altimeter setting not received, use Richmond Intl altimeter setting and increase all DAs 37 feet and all MDAs 40 feet. Baro-VNAV NA when using Richmond Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 34 NA at night.

MISSED APPROACH: Climb to 2000 direct BOCAB and left turn via 059° track to CALMI and left turn via 324° track to ISSIG and hold.

ASOS 119.025	POTOMAC APP CON 134.7 307.2	CLNC DEL 125.4	UNICOM 122.7 (CTAF) 0
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<div><div>BAWAW</div><div><div>2000</div><div>BOCAB</div><div>TRK 059°</div><div>CALMI</div><div>TRK 324°</div><div>ISSIG</div></div></div>				
<div><div><div>1800</div><div>Procedure Turn NA</div><div>GS 3.00°</div><div>TCH 40</div></div><div><div>ASNAY</div><div>1800</div></div><div><div>RW16</div></div><div><div>6.1 NM</div><div>4.8 NM</div></div></div>				
CATEGORY	A	B	C	D
LPV DA	535-1¼ 328 (400-1¼)			
LNAV/VNAV DA	564-1¼ 357 (400-1¼)			
LNAV MDA	680-1 473 (500-1)		680-1¼ 473 (500-1¼)	680-1½ 473 (500-1½)
CIRCLING	680-1 473 (500-1)	700-1 493 (500-1)	700-1½ 493 (500-1½)	760-2 553 (600-2)

VOR RWY 16

RICHMOND/ASHLAND/HANOVER COUNTY MUNI (OF)

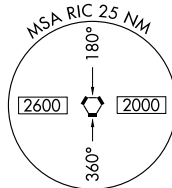
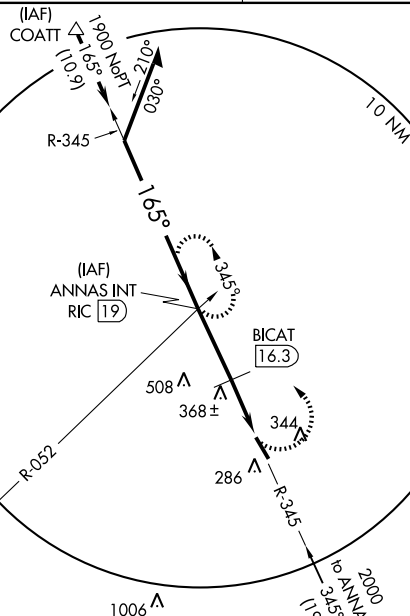
VORTAC RIC	APP CRS	Rwy Idg	5402
Chan 88	165°	TDZE	207
		Apt Elev	207

When local altimeter setting not received, use Richmond
Init altimeter setting and increase all MDA 40 feet. Circling
Rwy 34 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2000
via RIC R-345 to ANNAS INT/19 DME and hold.

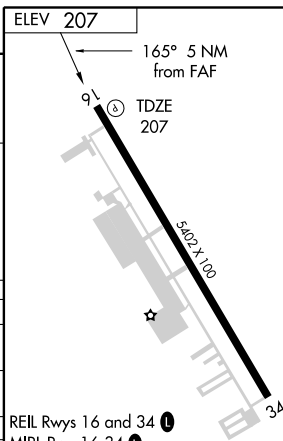
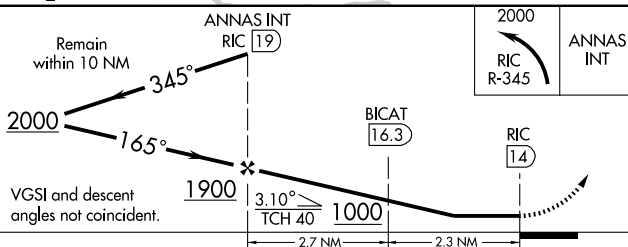
ASOS 119.025	POTOMAC APP CON 134.7 307.2	CLNC DEL 125.4	UNICOM 122.7 (CTAF)
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Procedure NA for arrival
at COATT via
V155 Northeast bound.



FLAT ROCK
113.3 FAK
Chan 80

RICHMOND
114.1 RIC
Chan 88



CATEGORY	A	B	C	D
S-16	1000 - 1 795 (800-1)	1000 - 1¼ 795 (800-1¼)	1000 - 2¼ 795 (800-2¼)	1000 - 2½ 795 (800-2½)
CIRCLING	1000 - 1 795 (800-1)	1000 - 1¼ 795 (800-1¼)	1000 - 2¼ 795 (800-2¼)	1000 - 2½ 795 (800-2½)
BICAT FIX MINIMUMS				
S-16	680 - 1	475 (500-1)	680 - 1¼ 475 (500-1¼)	680 - 1½ 475 (500-1½)
CIRCLING	680 - 1	475 (500-1)	680 - 1½ 475 (500-1½)	760 - 2 555 (600-2)

REIL Rwy 16 and 34					
MIRL Rwy 16-34					
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

AIRPORT DIAGRAM

AL-349 (FAA)

ROANOKE RGNL/WOODRUM FIELD (ROA)
ROANOKE, VIRGINIA

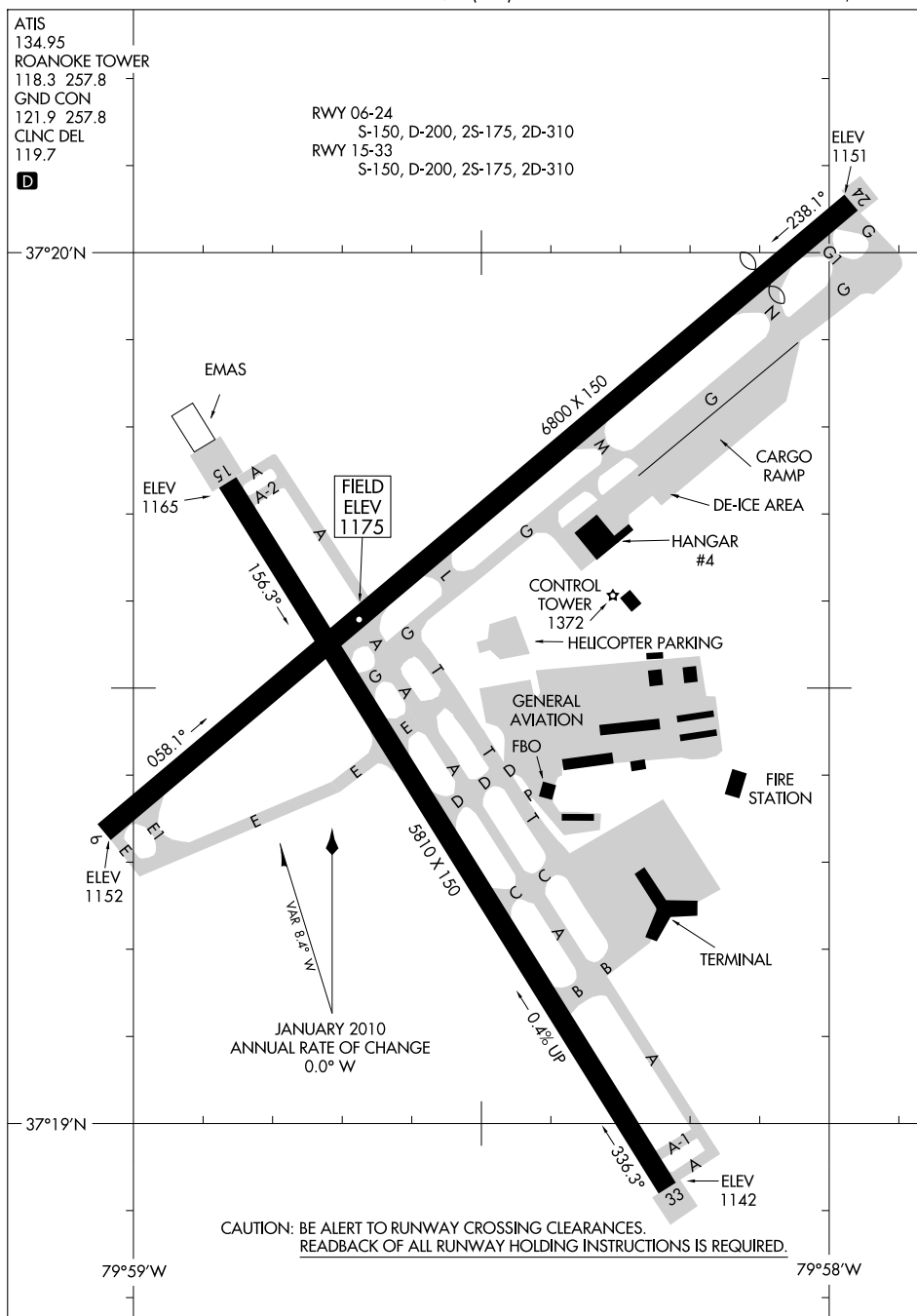
ATIS
134.95
ROANOKE TOWER
118.3 257.8
GND CON
121.9 257.8
CLNC DEL
119.7

RWY 06-24
S-150, D-200, 2S-175, 2D-310
RWY 15-33
S-150, D-200, 2S-175, 2D-310

D

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010



AIRPORT DIAGRAM

ROANOKE RGNL/WOODRUM FIELD (ROA)
ROANOKE, VIRGINIA

10210

RICHMOND/ASHLAND

HANOVER CO MUNI

(OFF) 8 N UTC-5(-4DT) N37°42.54' W77°26.20'

WASHINGTON

207 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-1007(800) NOTAM FILE OFF

H-10H, 12I, L-34E, 36H

RWY 16-34: H5402X100 (ASPH-PFC) S-40 MIRL

IAP

RWY 16: REIL. PAPI(P4L). Tree. RWY 34: REIL. Trees.

AIRPORT REMARKS: Attended 1200-0000Z+. For acct svcs call

804-798-6500. Deer and birds on and invof arpt. Noise sensitive area S of arpt. ACTIVATE MIRL Rwy 16-34; REIL Rws 16 and 34-CTAF.

WEATHER DATA SOURCES: ASOS 119.025 (804) 752-2902 (Except thunderstorm.)

COMMUNICATIONS: CTAF/UNICOM 122.7

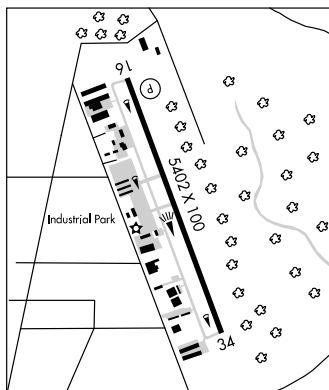
⑤ POTOMAC APP/DEP CON 134.7 POTOMAC CLNC DEL 125.4

RADIO AIDS TO NAVIGATION: NOTAM FILE RIC.

RICHMOND (H) VORTAC 114.1 RIC Chan 88 N37°30.14'

W77°19.22' 345° 13.6 NM to fld. 159/09W.

ILS/DME 109.7 I-OPF Chan 34 Rwy 16. LOC only. LOC unmonitored when arpt unattended.



ROANOKE RGNL/WOODRUM FIELD

(ROA) 3 NW UTC-5(-4DT)

N37°19.53' W79°58.53'

CINCINNATI

H-10H, 12H, L-26I

1175 B S4 FUEL 100LL, JET A OX 1, 2, TPA-1975(800)

Class I, ARFF Index B

IAP, AD

NOTAM FILE ROA

RWY 06-24: H6800X150 (ASPH-GRVD) S-150, D-200, 2S-175, 2D-310 HIRL

RWY 06: REIL. MALSR. VASI(V4L)—GA 3.0° TCH 58'.

RWY 24: REIL. Thld displcd 790'.

RWY 15-33: H5810X150 (ASPH-GRVD) S-150, D-200, 2S-175, 2D-310 HIRL 0.4% up NW

RWY 33: MALSR. PAPI (P4L)—GA 3.0° TCH 63'. Tower.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-6800 TODA-6800 ASDA-6800 LDA-6800

RWY 15: TORA-5810 TODA-5810 ASDA-5810 LDA-5810

RWY 24: TORA-6800 TODA-6800 ASDA-6800 LDA-6010

RWY 33: TORA-5810 TODA-5810 ASDA-5810 LDA-5810

ARRESTING GEAR/SYSTEM

RWY 33: EMAS

AIRPORT REMARKS: Attended continuously. Large flocks of birds invof arpt. Take off Rwy 33 and landings Rwy 15 not authorized at night nor during IFR conditions due to terrain. Transient pilots ctc FBO UNICOM freq 122.95 for acct parking and escort.

WEATHER DATA SOURCES: ASOS (540) 265-0680. LLWAS.

COMMUNICATIONS: ATIS 134.95 UNICOM 122.95

ROANOKE RCO 122.6 122.2 122.1R 109.4T (LEESBURG RADIO)

⑤ ROANOKE APP/DEP CON 126.9 (Rwy 15-33 151°-359°, Rwy 06 075°-234°) 118.15 (Rwy 15-33 360°-150°, Rwy 06 235°-074°)

TOWER 118.3 GND CON 121.9 CLNC DEL 119.7

AIRSPACE: CLASS C svc continuous ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE ROA.

(L) VORTAC 109.4 ROA Chan 31 N37°20.61' W80°04.23' 107° 4.7 NM to fld. 3060/04W.

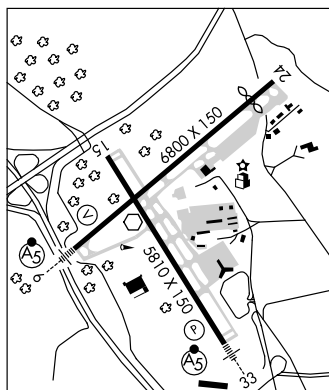
DME unusable 270°-005° beyond 20 NM below 6000'.

WOODRUM (T) VORW 114.9 ODR N37°19.45' W79°58.74' at fld.

VINTON NDB (MHW) 277 VIT N37°12.24' W79°52.90' 334° 8.6 NM to fld. NDB unusable beyond 11 NM.

ILS 109.7 I-ROA Rwy 33. CLASS IB.

LDA/DME 111.1 I-SZK Chan 48 Rwy 06. LDA located 1202' inboard of Rwy 06 thld and 1100' right of rwy centerline, offset angle 14° 41'. GS aimed parallel to localizer course. ILS unusable 1.4 DME (JOKNI) inbound. DME unusable byd 30° left of course.



DIXXY FIVE DEPARTURE

SL-349 (FAA)

ROANOKE, VIRGINIA

ROANOKE CLINC DEL
119.7
ROANOKE GND CON
121.9
ROANOKE DEP CON
118.15

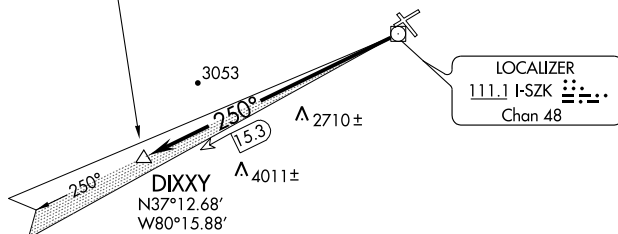


NOTE: Radar Required.

TAKE-OFF MINIMUMS:

Rwy 24, Standard with minimum
climb of 216' per NM to 2600.

Rwy 6, 15, 33, NA - ATC



TAKE-OFF OBSTACLE NOTES:

Rwy 24: Bush 86' from DER, 385' left of centerline, 4' AGL/1163' MSL.

Tree 150' from DER, 415' right of centerline, 60' AGL/1171' MSL.

Tree 737' from DER, 454' right of centerline, 60' AGL/1179' MSL.

Tree 1164' from DER, 726' right of centerline, 60' AGL/1206' MSL.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24: Climb west on I-SZK LDA Localizer course to 4200, to
DIXXY INT/I-SZK 15.3 DME. Expect radar vectors to filed/assigned route.

HOKEE ONE DEPARTURE

SL-349 (FAA)

ROANOKE, VIRGINIA

ROANOKE CLINC DEL
119.7
ROANOKE GND CON
121.9
ROANOKE DEP CON
118.15

TAKE-OFF OBSTACLES:

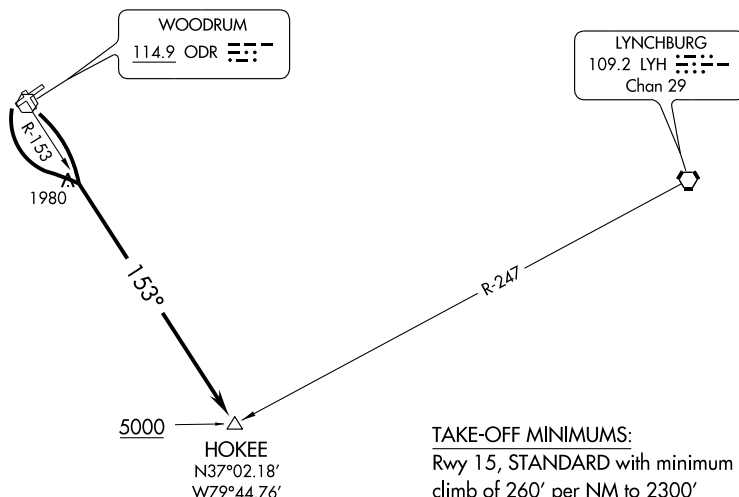
Rwy 15: Tree 1.2 NM from DER, 2,122' left of centerline, 60' AGL/1321' MSL.

Rwy 24: Bush 86' from DER, 385' left of centerline, 4' AGL/1163 MSL.

Tree 150' from DER, 415' right of centerline, 60' AGL/1171' MSL.

Tree 737' from DER, 454' right of centerline, 60' AGL/1179' MSL.

Tree 1164' from DER, 726' right of centerline, 60' AGL/1206' MSL.

TAKE-OFF MINIMUMS:Rwy 15, STANDARD with minimum
climb of 260' per NM to 2300'

Rwy 24, STANDARD

Rwy 6, 33, NA - Obstacles



DEPARTURE ROUTE DESCRIPTION

RUNWAY 15: Climbing right turn to 5000 via ODR R-153 to HOKEE Int.RUNWAY 24: Climbing left turn within 2 NM to 5000 to intercept ODR R-153 to HOKEE Int.
Expect radar vectors to filed/assigned route.

ILS or LOC RWY 33

ROANOKE RGNL/WOODRUM FIELD (ROA)

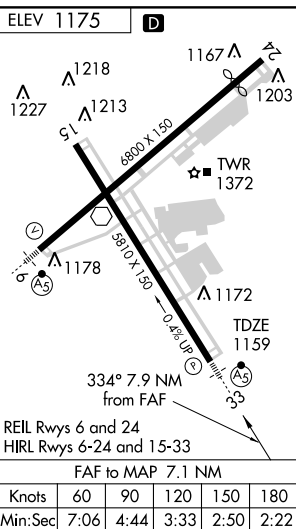
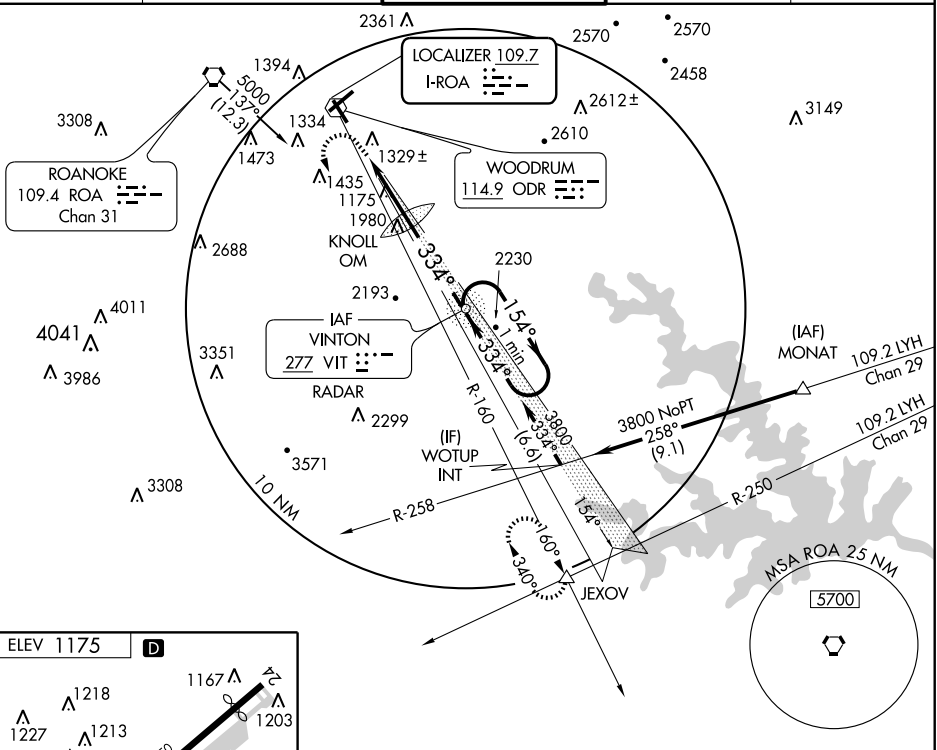
LOC I-ROA 109.7	APP CRS 334°	Rwy Idg TDZE Apt Elev	5810 1159 1175
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▼ Circling to Rwy 15 NA. Circling NA NW of Rwy 6/24.
ADF or Radar required for S-LOC 33 minimums.
▲ For inoperative MALSR, increase S-ILS 33
Cats A/B/C visibility to 2 miles, and Cat D to 2 1/4.



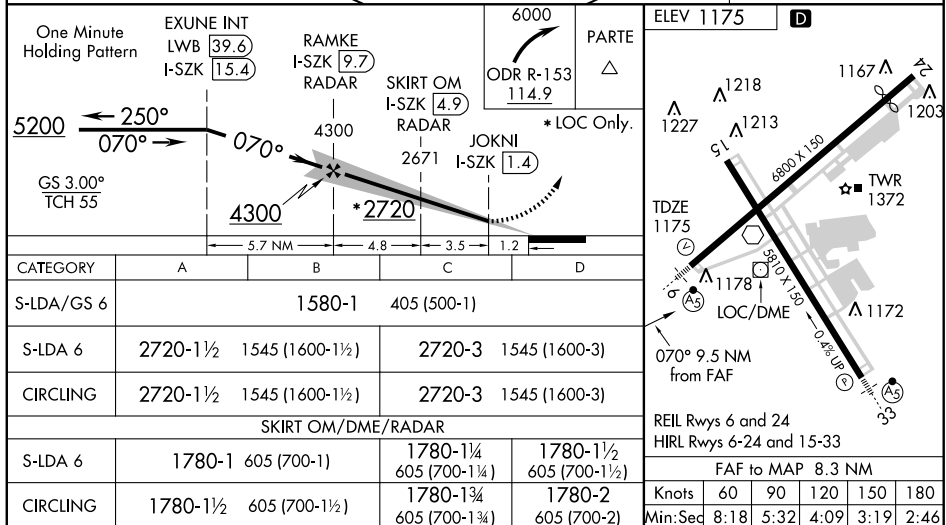
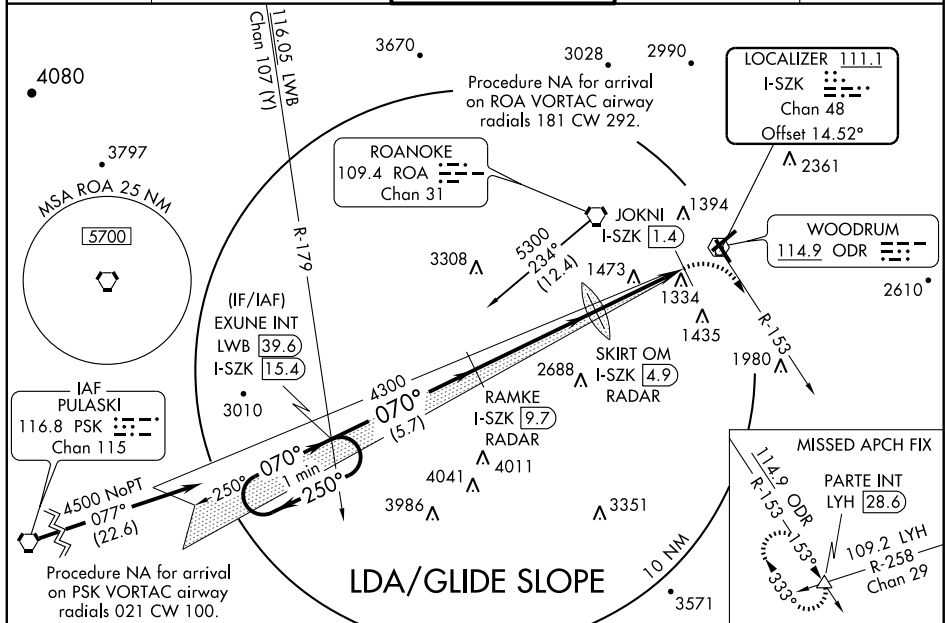
MISSED APPROACH: Climb to 2020 then
climbing left turn to 5000 via heading 125°
and ODR R-160 to JEXOV INT and hold.

ATIS 134.95	ROANOKE APP CON 126.9 339.8	ROANOKE TOWER 118.3 257.8	GND CON 121.9 257.8	CLNC DEL 119.7
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ELEV 1175	D	2020	5000	JEXOV	NDB RADAR	One Minute Holding Pattern
1227	1218	1213	1167	1203	3780	154°
1178	1172	1159	1137	1132	2527	334°
334° 7.9 NM from FAF	334°	334°	334°	334°	2600*	3800
REIL Rws 6 and 24	REIL Rws 6-24 and 15-33	REIL Rws 6-24 and 15-33	REIL Rws 6-24 and 15-33	REIL Rws 6-24 and 15-33	REIL Rws 6-24 and 15-33	REIL Rws 6-24 and 15-33
FAF to MAP 7.1 NM	FAF to MAP 7.1 NM	FAF to MAP 7.1 NM	FAF to MAP 7.1 NM	FAF to MAP 7.1 NM	FAF to MAP 7.1 NM	FAF to MAP 7.1 NM
Knots	60	90	120	150	180	180
Min:Sec	7:06	4:44	3:33	2:50	2:22	2:22
CATEGORY	A	B	C	D		
S-ILS 33	1744-1 1/2	585 (600-1 1/2)		1819-1 3/4		660 (700-1 3/4)
S-LOC 33	1940-1/2	1940-3/4	1940-1 3/4	1940-2		
	781 (800-1/2)	781 (800-3/4)	781 (800-1 3/4)	781 (800-2)		
CIRCLING	1940-1	1940-1 1/4	1940-2 1/4	1940-2 1/2		
	765 (800-1)	765 (800-1 1/4)	765 (800-2 1/4)	765 (800-2 1/2)		

ATIS 134.95	ROANOKE APP CON 126.9 339.8	ROANOKE TOWER 118.3 257.8	GND CON 121.9 257.8	CLNC DEL 119.7
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NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010

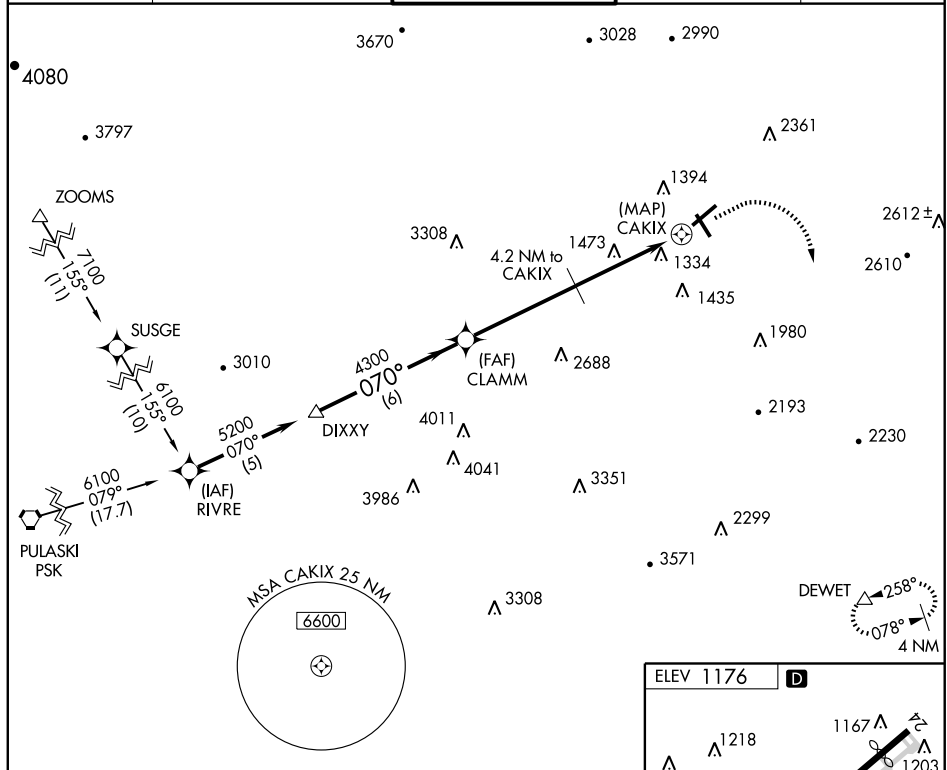
RNAV (GPS) RWY 6

ROANOKE RGNL/WOODRUM FIELD (ROA)

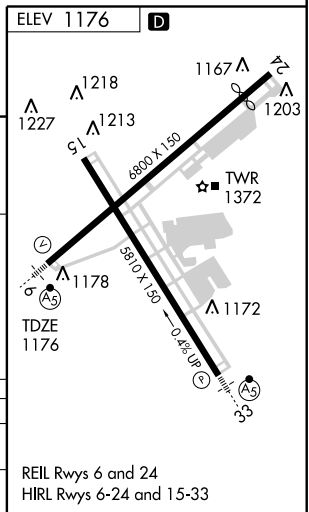
APP CRS 070°	Rwy Idg 6800
	TDZE 1176
	Apt Elev 1176

<p>NA</p> <p>Circling to Rwy 15 is NA. Circling NA northwest Rwy 6-24. For inoperative MALS, increase LNAV MDA Cat A and B visibility to 1 mile. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</p>	<p>MALS</p> <p>AS</p>	<p>MISSED APPROACH: Climb to 1800, then climbing right turn to 4000 direct DEWET INT and hold.</p>
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ATIS 134.95	ROANOKE APP CON 126.9 339.8	ROANOKE TOWER 118.3 257.8	GND CON 121.9 257.8	CLNC DEL 119.7
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	DIXXY	CLAMM	CAKIX	DEWET
	5200	4300	2760	
	070°	3.20°		
	6 NM	4.4 NM	2.9	1.3
CATEGORY	A	B	C	D
LNAV MDA	1780-¾ 604 (700-¾)	1780-1¼ 604 (700-1¼)	1780-2 604 (700-2)	1780-2 604 (700-2)
CIRCLING	1780-1 604 (700-1)	1780-1¾ 604 (700-1¾)	1840-2 664 (700-2)	1840-2 664 (700-2)



APP CRS 236°	Rwy Idg 6010 TDZE 1170 Apt Elev 1176
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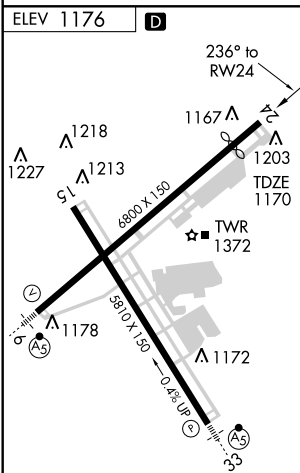
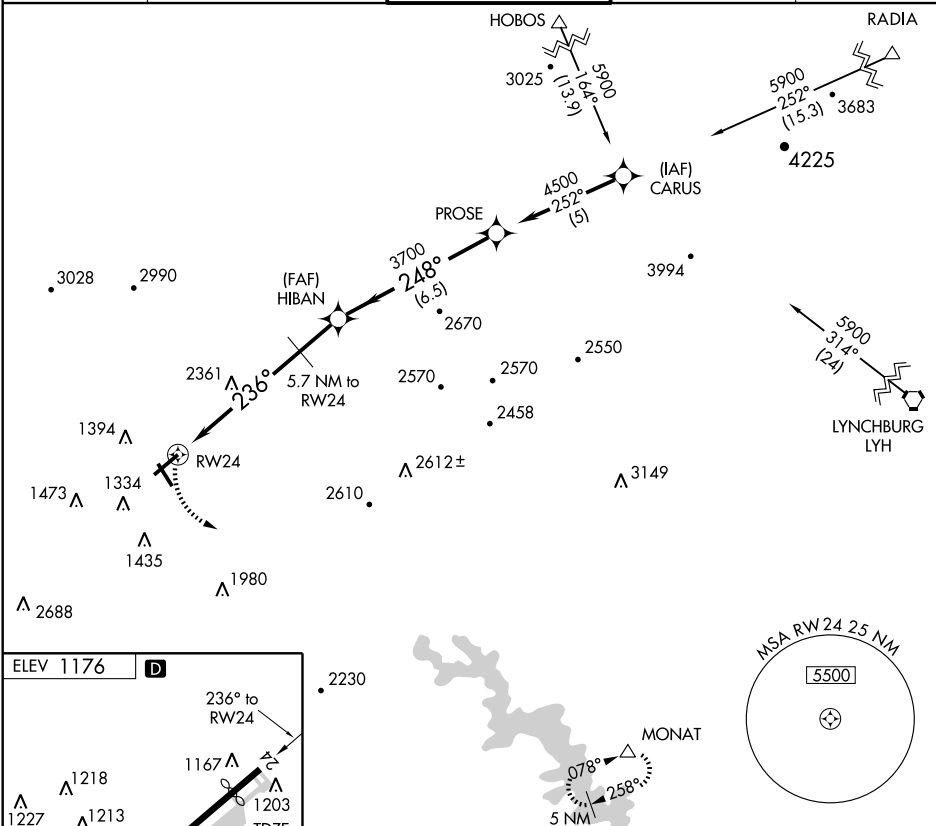
RNAV (GPS) RWY 24

ROANOKE RGNL/WOODRUM FIELD (ROA)

▽ GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
△ NA Circling NA northwest of Rwy 6-24. Circling to Rwy 15 is NA.

MISSED APPROACH: Climbing left turn to 4000 direct MONAT WP and hold.

ATIS 134.95	ROANOKE APP CON 126.9 339.8	ROANOKE TOWER 118.3 257.8	GND CON 121.9 257.8	CLNC DEL 119.7
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	4000	MONAT	5.7 NM to RWY 24	HIBAN	PROSE	
			4.1 NM to RWY 24		4500	
			3060	236°	248°	3700
			4.1 NM	1.6 NM	2 NM	6.5 NM
CATEGORY	A	B	C	D		
LNAV MDA	2580-1¼ 1410 (1500-1¼)	2580-1½ 1410 (1500-1½)	2580-3	1410 (1500-3)		
CIRCLING	2580-1¼ 1404 (1500-1¼)	2580-1½ 1404 (1500-1½)	2580-3	1404 (1500-3)		

RNAV (GPS) RWY 33

ROANOKE RGNL/WOODRUM FIELD (ROA)

APP CRS 334°	Rwy Idg 5800
	TDZE 1160
	Apt Elev 1176

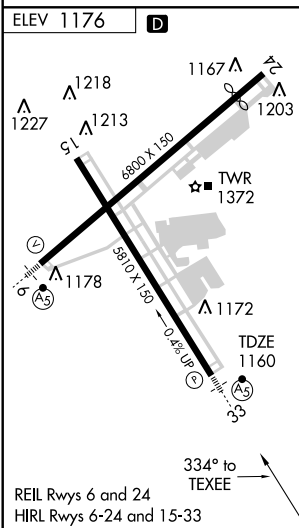
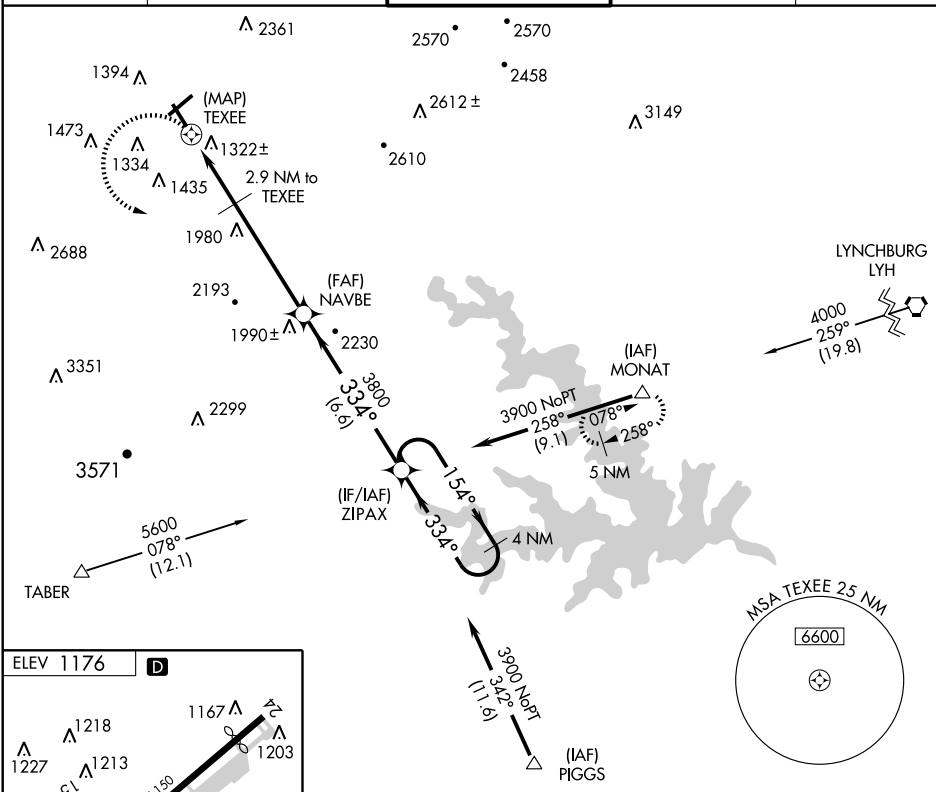


GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
For inoperative MALS, increase LNAV MDA Cat D visibility to 1½ miles. Circling NA NW of Rwy 6-24. Circling to Rwy 15 NA.



MISSED APPROACH: Climbing left turn to 4000 direct MONAT WP and hold.

ATIS 134.95	ROANOKE APP CON 126.9 339.8	ROANOKE TOWER 118.3 257.8	GND CON 121.9 257.8	CLNC DEL 119.7
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4000	MONAT	NAVBE	ZIPAX	4 NM Holding Pattern
	2.9 NM to TEXEE	0.8 NM to TEXEE	334°	154° → 3900
	TEXEE	2600	3800	← 334°
	0.3	0.8	2.1 NM	4.7 NM
				6.6 NM
CATEGORY	A	B	C	D
LNAV MDA	1580-½	420 (500-½)	1580-¾ 420 (500-¾)	1580-1 420 (500-1)
CIRCLING	1640-1	464 (500-1)	1700-1½ 524 (600-1½)	1840-2 664 (700-2)

ROANOKE, VIRGINIA

Orig-B 09127

ROANOKE RGNL/WOODRUM FIELD (ROA)

37°20'N - 79°59'W

RNAV (GPS) RWY 33

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

VOR ODR 114.9	APP CRS 234°	Rwy Idg TDZE Apt Elev	N/A N/A 1175
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VOR/DME-A
ROANOKE RGNL/WOODRUM FIELD (ROA)

Simultaneous reception of ODR VOR and I-SZK DME required.
DME from I-SZK LDA.
Circling NA northwest of Rwy 6-24. Circling to Rwy 15 NA.

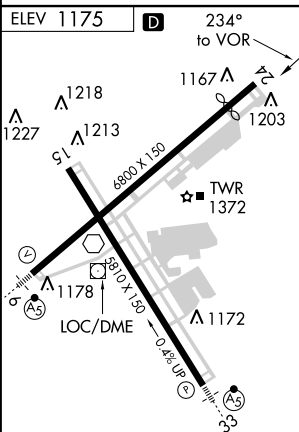
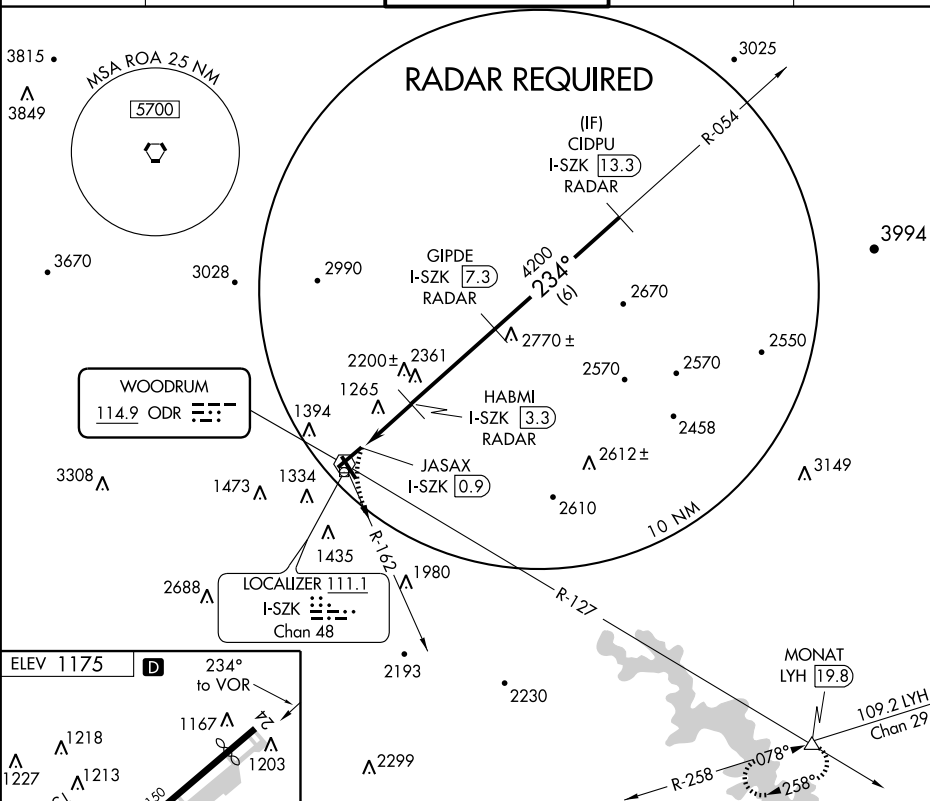
MISSED APPROACH: Climbing left turn to 4000 via ODR VOR R-162 and LYH VORTAC R-258 to MONAT/LYH 19.8 DME and hold.

ATIS
134.95

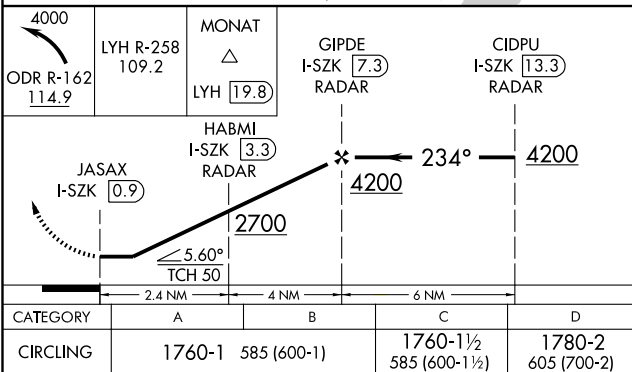
ROANOKE APP CON
126.9 339.8

ROANOKE TOWER
118.3 257.8

GND CON
121.9 257.8

CLNC DEL
119.7

REIL Rwys 6 and 24
HIRL Rwys 6-24 and 15-33



ROANOKE, VIRGINIA
Amdt 6 09127

ROANOKE RGNL/WOODRUM FIELD (ROA)
VOR/DME-A

37°20'N - 79°59'W



NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010

VOR ODR	APP CRS	Rwy Idg	5810
<u>114.9</u>	333°	TDZE	1159
		Apt Elev	1175

VOR/NDB RWY 33

ROANOKE RGNL/WOODRUM FIELD (ROA)

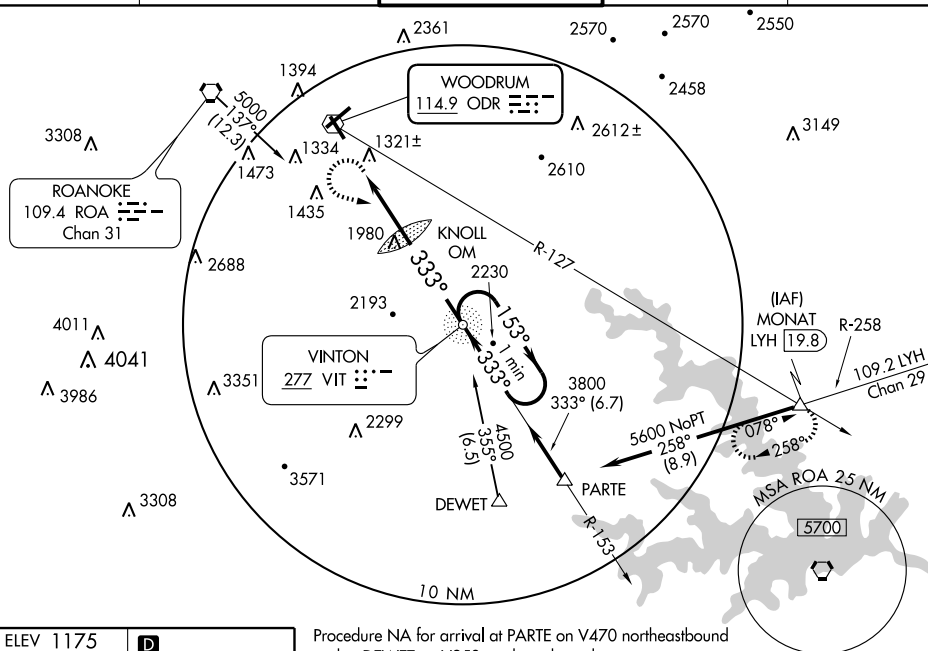
	Circling NA Northwest of Rwy 6-24. Circling to Rwy 15 NA.		MALSR	MISSED APPROACH: Climbing left turn to 4000 via ODR R-127 to MONAT INT/LYH 19.8 and hold.
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ATIS
134.95

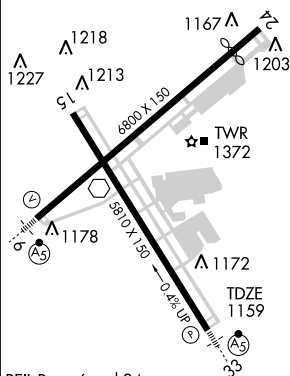
ROANOKE APP CON
126.9 339.8

ROANOKE TOWER
118.3 257.8

GND CON
121.9 257.8

CLNC DEL
119.7

ELEV 1175



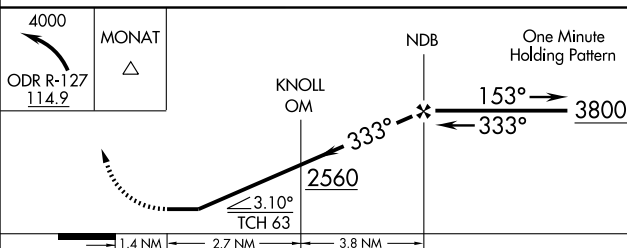
REIL Rwys 6 and 24

HIRL Rwy 6-24 and 15-33

EAE to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

Procedure NA for arrival at PARTE on V470 northeastbound and at DEWET on V258 southwestbound.



CATEGORY	A	B	C	D
S-33	2560-1¼ 1401 (1400-1¼)		2560-2½ 1401 (1400-2½)	
CIRCLING	2560-1¾ 1385 (1400-1¾)		2560-3 1385 (1400-3)	
KNOLL OM MINIMA				
S-33	1700-1¼ 541 (600-1¼)			
CIRCLING	1700-1¾ 525 (600-1¾)			1780-2 605 (700-2)

ROANOKE, VIRGINIA

Orig 09127

ROANOKE RGNL/WOODRUM FIELD (ROA)

37°20'N - 79°59'W

VOR/NDB RWY 33

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010

SALUDA

HUMMEL FLD (W75) 6 E UTC-5(-4DT) N37°36.15' W76°26.80'

WASHINGTON

30 B S4 FUEL 100LL NOTAM FILE DCA

L-34E, 36I

RWY 01-19: H2270X45 (ASPH) S-12.5 MIRL 0.3% up S

IAP

RWY 01: APAP(PNIL). Thld dsplcd 135'. Road.

RWY 19: APAP(PNIR). Tree.

AIRPORT REMARKS: Attended 1300-2100Z±. Unattended Thanksgiving and Christmas day. Drainage swales full length of rwy on both sides. Use of exit in front of Hummel Aviation advised. Birds and deer on and invof of arpt during winter. Acft hold short 75 ft of existing NSTD hold position bars. Departing Rwy 01-19 climb to 500 ft before any turn out; arriving acft use wide pattern to avoid populated areas E and W of arpt. Rwy 01 has NSTD thld lgts, has second set of green lgts. Rwy 01 has NSTD dsplcd thld markings. Rwy 19 has NSTD markings. No thld bar. Previous markings visible certain lgtg conditions. ACTIVATE MIRL Rwy 01-19—CTAF.

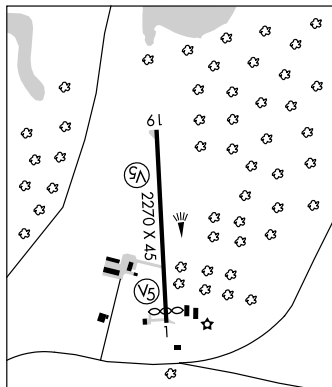
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ NORFOLK APP/DEP CON 126.05

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

HARCUM (L) VORTAC 108.8 HCM Chan 25 N37°26.92'

W76°42.68' 061° 15.6 NM to fld. 8/07W.



SHANNON (See FREDERICKSBURG)

SHENANDOAH VALLEY RGNL (See STAUNTON/WAYNESBORO/HARRISONBURG)

SMITH MOUNTAIN LAKE (See MONETA)

SOUTH BOSTON N36°40.50' W79°00.87' NOTAM FILE DCA.

WASHINGTON

(L) VORTAC 110.4 SBV Chan 41 080° 8.3 NM to William M. Tuck. 530/05W.

H-9C, L-26I, 36G

RCO 122.1R 110.4T (LEESBURG RADIO)

SOUTH BOSTON

WILLIAM M TUCK (W78) 3 E UTC-5(-4DT) N36°42.56' W78°50.90'

WASHINGTON

420 B S4 FUEL 100LL TPA-1220(800) NOTAM FILE DCA

L-26I, 36G

RWY 01-19: H4003X75 (ASPH) S-12.5 MIRL 0.9% up N

IAP

RWY 01: REIL. PAPI(P2L)—GA 30° TCH 52'. Tree.

RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 52'. Hill.

RWY 06-24: 2065X200 (TURF) 0.4% up NE

RWY 06: Trees.

RWY 24: Tree.

AIRPORT REMARKS: Attended 1300-2230Z±. Terminal open-unattended. Self-fueling with credit card. Deer on and invof rwy. Rwy 05 outlined with yellow cones. Rwy 01 REIL OTS indef. ACTIVATE MIRL Rwy 01-19, REIL Rwy 01 and Rwy 19—CTAF. PAPI Rwy 01 and Rwy 19 opr continuously.

COMMUNICATIONS: CTAF/UNICOM 122.8

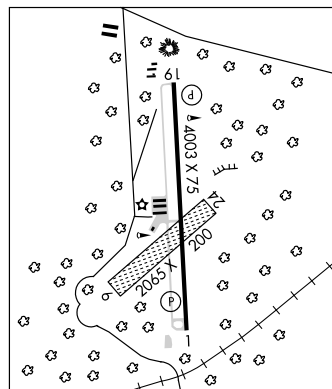
SOUTH BOSTON RCO 122.1R 110.4T (LEESBURG RADIO)

WASHINGTON CENTER APP/DEP CON 124.05

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

SOUTH BOSTON (L) VORTAC 110.4 SBV Chan 41 N36°40.50'

W79°00.87' 081° 8.3 NM to fld. 530/05W.



APP CRS	Rwy Idg	2135
006°	TDZE	30
	Apt Elev	30

GPS RWY 1

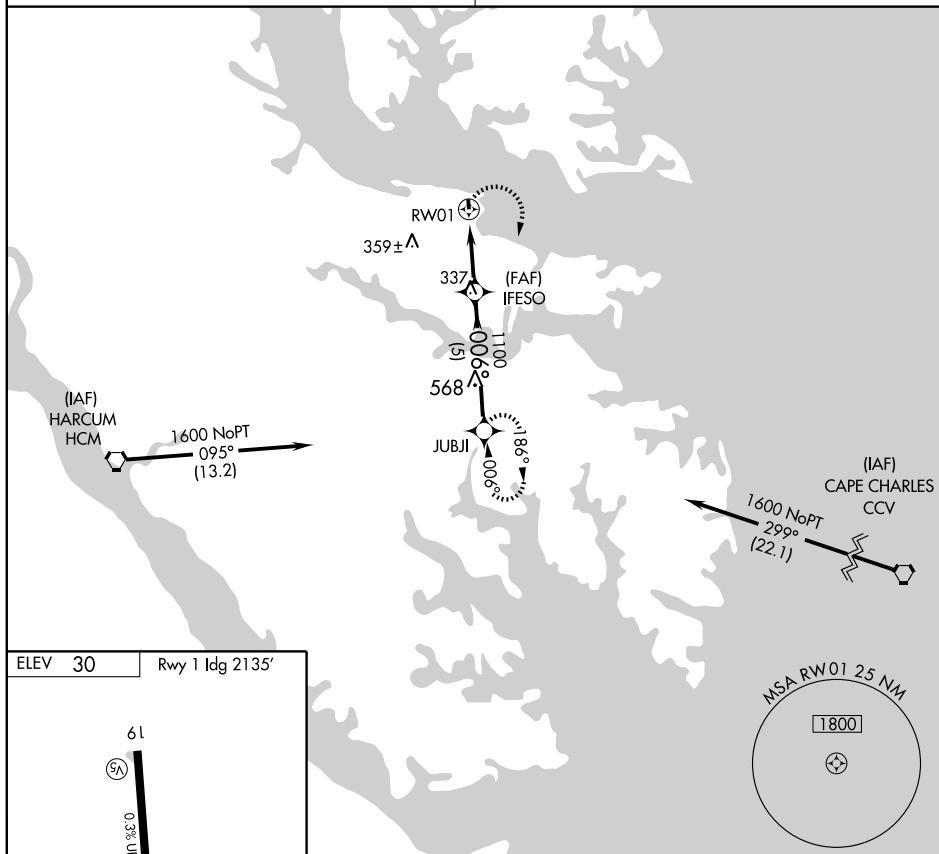
SALUDA/HUMMEL FIELD (W75)

▼ Use Newport News/Williamsburg Intl altimeter setting.
 ▲ NA Circling NA at night to Rwy 19.

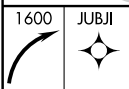
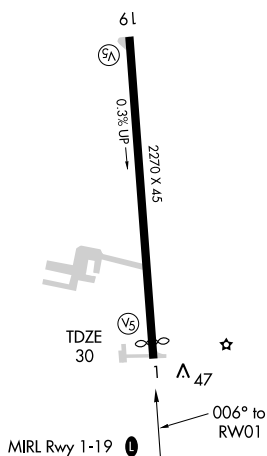
MISSED APPROACH: Climbing right turn to 1600
 direct JUBJI WP and hold.

NORFOLK APP CON
126.05 370.925

UNICOM
123.0 (CTAF) 0



ELEV 30 Rwy 1 Idg 2135'



	JUBJI		1600	
	IFESO		006°	
	RW01		1100	
	3 NM		5 NM	
CATEGORY	A	B	C	D
S-1	520-1	490 (500-1)	NA	NA
CIRCLING	520-1	490 (500-1)	NA	NA

SALUDA

HUMMEL FLD (W75) 6 E UTC-5(-4DT) N37°36.15' W76°26.80'

WASHINGTON

30 B S4 FUEL 100LL NOTAM FILE DCA

L-34E, 36I

RWY 01-19: H2270X45 (ASPH) S-12.5 MIRL 0.3% up S

IAP

RWY 01: APAP(PNIL). Thld dsplcd 135'. Road.

RWY 19: APAP(PNIR). Tree.

AIRPORT REMARKS: Attended 1300-2100Z±. Unattended Thanksgiving and Christmas day. Drainage swales full length of rwy on both sides. Use of exit in front of Hummel Aviation advised. Birds and deer on and invof of arpt during winter. Acft hold short 75 ft of existing NSTD hold position bars. Departing Rwy 01-19 climb to 500 ft before any turn out; arriving acft use wide pattern to avoid populated areas E and W of arpt. Rwy 01 has NSTD thld lgts, has second set of green lgts. Rwy 01 has NSTD dsplcd thld markings. Rwy 19 has NSTD markings. No thld bar. Previous markings visible certain lgtg conditions. ACTIVATE MIRL Rwy 01-19—CTAF.

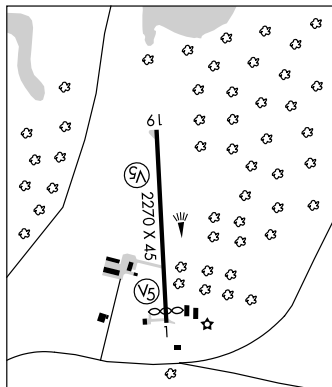
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ NORFOLK APP/DEP CON 126.05

RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.

HARCUM (L) VORTAC 108.8 HCM Chan 25 N37°26.92'

W76°42.68' 061° 15.6 NM to fld. 8/07W.



SHANNON (See FREDERICKSBURG)

SHENANDOAH VALLEY RGNL (See STAUNTON/WAYNESBORO/HARRISONBURG)

SMITH MOUNTAIN LAKE (See MONETA)

SOUTH BOSTON N36°40.50' W79°00.87' NOTAM FILE DCA.

WASHINGTON

(L) VORTAC 110.4 SBV Chan 41 080° 8.3 NM to William M. Tuck. 530/05W.

H-9C, L-26I, 36G

RCO 122.1R 110.4T (LEESBURG RADIO)

SOUTH BOSTON

WILLIAM M TUCK (W78) 3 E UTC-5(-4DT) N36°42.56' W78°50.90'

WASHINGTON

420 B S4 FUEL 100LL TPA-1220(800) NOTAM FILE DCA

L-26I, 36G

RWY 01-19: H4003X75 (ASPH) S-12.5 MIRL 0.9% up N

IAP

RWY 01: REIL. PAPI(P2L)—GA 30° TCH 52'. Tree.

RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 52'. Hill.

RWY 06-24: 2065X200 (TURF) 0.4% up NE

RWY 06: Trees.

RWY 24: Tree.

AIRPORT REMARKS: Attended 1300-2230Z±. Terminal open-unattended. Self-fueling with credit card. Deer on and invof rwy. Rwy 05 outlined with yellow cones. Rwy 01 REIL OTS indef. ACTIVATE MIRL Rwy 01-19, REIL Rwy 01 and Rwy 19—CTAF. PAPI Rwy 01 and Rwy 19 opr continuously.

COMMUNICATIONS: CTAF/UNICOM 122.8

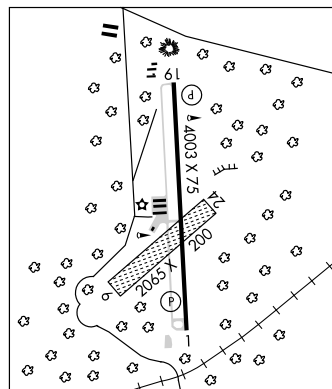
SOUTH BOSTON RCO 122.1R 110.4T (LEESBURG RADIO)

WASHINGTON CENTER APP/DEP CON 124.05

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

SOUTH BOSTON (L) VORTAC 110.4 SBV Chan 41 N36°40.50'

W79°00.87' 081° 8.3 NM to fld. 530/05W.



WAAS CH 77614 W01A	APP CRS 005°	Rwy Idg TDZE Apt Elev	4003 410 420
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RNAV (GPS) RWY 1

SOUTH BOSTON / WILLIAM M. TUCK (W78)

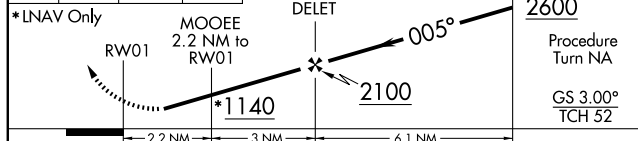
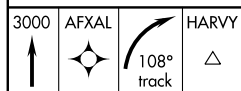
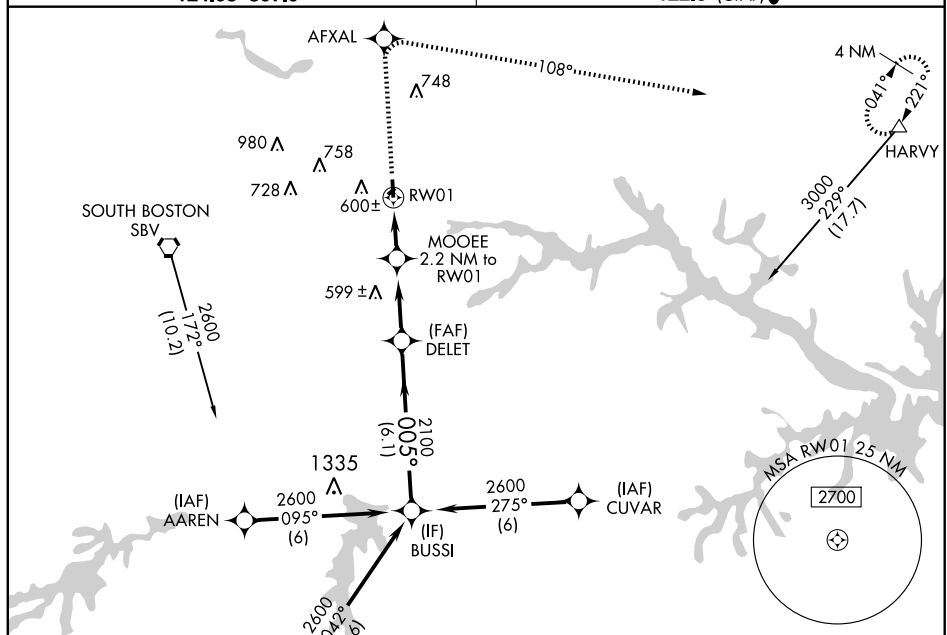
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Danville Regional altimeter setting; when not received, use Lynchburg Rgnl/Preston Glenn Field altimeter setting and increase all DA 87 feet, all MDA 100 feet, increase LPV all Cats and LNAV Cat C and circling Cat C visibilities ½ mile, increase LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV NA.

MISSED APPROACH: Climb to 3000 direct AFXAL and right turn via track 108° to HARVY and hold.

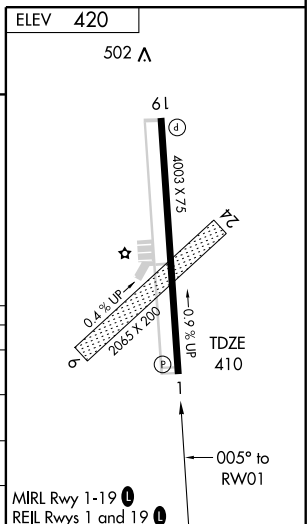
WASHINGTON CENTER

124.05 307.0

UNICOM

122.8 (CTAF) 0

CATEGORY	A	B	C	D
LPV DA	739-1¼	329 (400-1¼)		NA
LNAV/VNAV DA	772-1¼	362 (400-1¼)		NA
LNAV MDA	800-1	390 (400-1)		NA
CIRCLING	980-1	560 (600-1)		NA



SOUTH BOSTON, VIRGINIA

Orig 10266

SOUTH BOSTON / WILLIAM M. TUCK (W78)

36°43'N - 78°51'W

RNAV (GPS) RWY 1

APP CRS
185°

Rwy Idg	4003
TDZE	420
Apt Elev	420

RNAV (GPS) RWY 19

SOUTH BOSTON / WILLIAM M. TUCK (W78)



ANA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Danville Regional altimeter setting; when not received, use Lynchburg Rgnl/Preston Glenn Field altimeter setting and increase all MDA 100 feet, increase LNAV and circling Cat C visibility ½ mile.

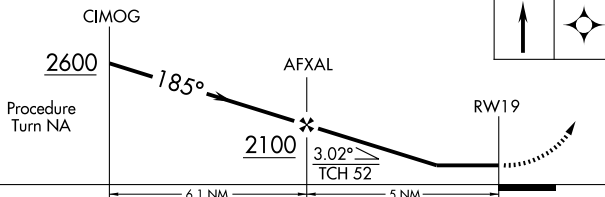
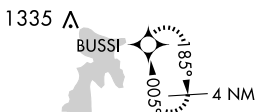
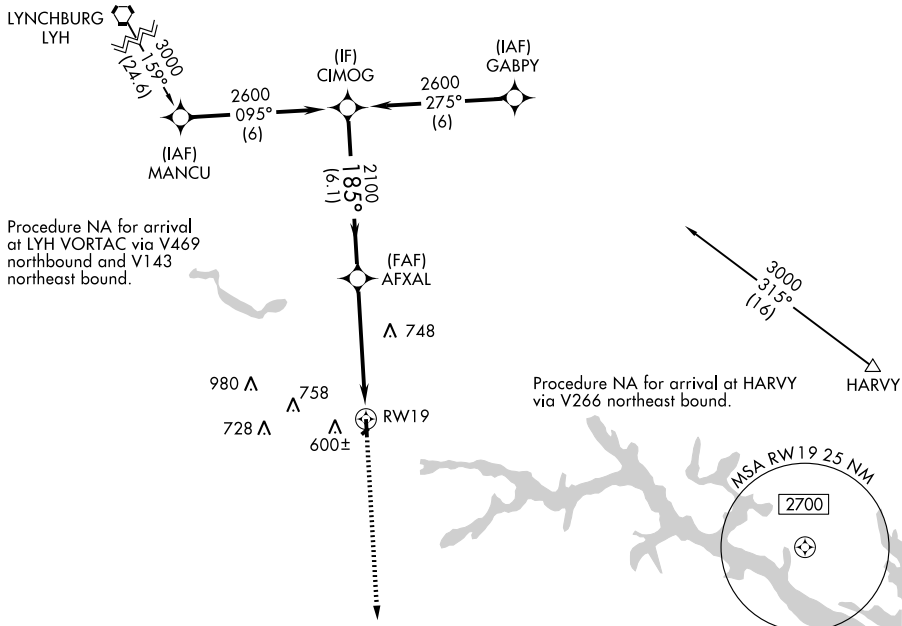
MISSED APPROACH: Climb to 2600 direct BUSS1 and hold.

WASHINGTON CENTER

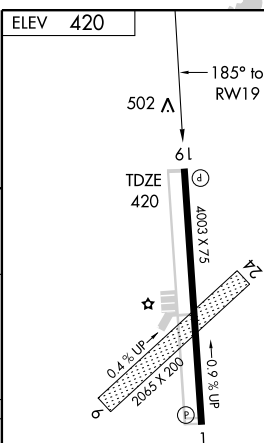
124.05 307.0

UNICOM

122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1020-1	600 (600- 1)	1020-1½ 600 (600- 1½)	NA
CIRCLING	1020-1	600 (600- 1)	1020-1½ 600 (600- 1½)	NA



MIRL Rwy 1-19 **L**
REIL Rwy 1 and 19 **L**

SOUTH BOSTON, VIRGINIA

Orig 10266

SOUTH BOSTON / WILLIAM M. TUCK (W78)

36°43'N - 78°51'W

RNAV (GPS) RWY 19

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010

VOR SBV 110.4 Chan 41	APP CRS 081°	Rwy Idg TDZE Apt Elev 420	N/A N/A 420
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SOUTH BOSTON / WILLIAM M. TUCK (W78)

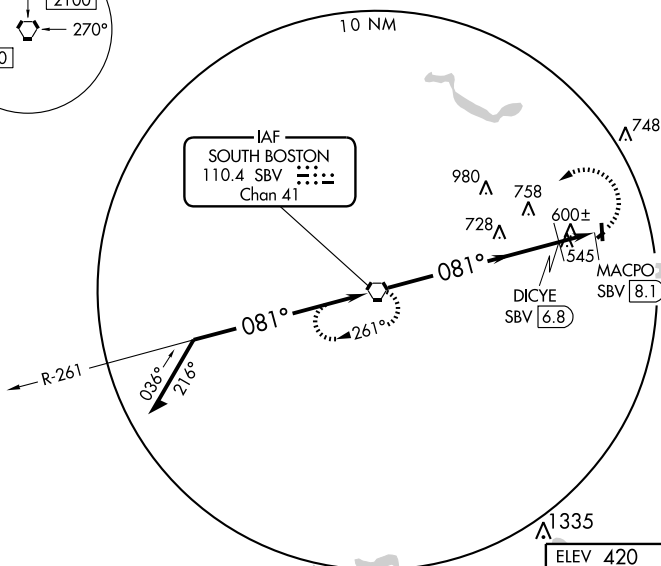
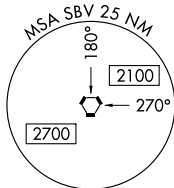
NA Use Danville Rgnl altimeter setting, when not received, use Lynchburg Rgnl/Preston Glenn Field altimeter setting and increase all MDA 100 feet, and increase all Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct SBV VORTAC and hold.

WASHINGTON CENTER
124.05 307.0

UNICOM
122.8 (CTAF) 0

NoPT for arrival on SBV VORTAC
airway radials 236 CW 252.



Remain
within 10 NM

VORTAC

3000 261°
3000 081°

3000 SBV
110.4

*1300 when using Lynchburg Rgnl/
Preston Glenn Field altimeter setting.

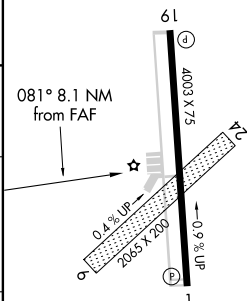
*1200

DICYE
SBV [6.8]

MACPO
SBV [8.1]

6.8 NM 1.3 NM

081° 8.1 NM
from FAF



CATEGORY	A	B	C	D
CIRCLING	1200-1 780 (800-1)	1200-1¼ 780 (800-1¼)	1200-2¼ 780 (800-2¼)	NA

DICYE FIX MINIMUMS

CIRCLING	960-1 540 (600-1)	960-1½ 540 (600-1½)	NA
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MIRL Rwy 1-19 0
REIL Rwys 1 and 19 0

FAF to MAP 8.1 NM

Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

SOUTH HILL

MECKLENBURG—BRUNSWICK RGNL (AVC) 4 SE UTC-5(-4DT)

N36°41.30' W78°03.27'

441 B FUEL 100LL, JET A TPA—1841(1400) LRA NOTAM FILE AVC

RWY 01-19: H5002X75 (ASPH) S-12.5 MIRL 1.3% up N

RWY 01: REIL. PAPI(P2L)—GA 3.0°. TCH 40'. Trees.

RWY 19: REIL. PAPI(P2L)—GA 3.0°. TCH 40'. Antenna.

AIRPORT REMARKS: Attended daltg hours. 24 hr fuel avbl by credit card.

MIRL Rwy 01-19 and REIL Rwy 01 and 19 preset low ints; for higher ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 127.525 (434) 729-2229.

COMMUNICATIONS: CTAF/UNICOM 122.8

⑧ WASHINGTON CENTER APP/DEP CON 118.75

RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.

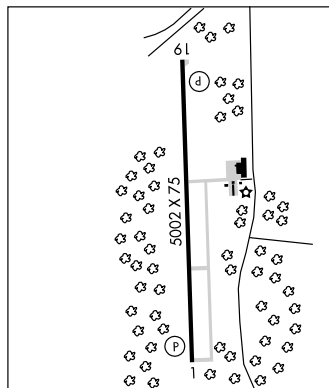
FRANKLIN (L) VORTAC 110.6 FKN Chan 43 N36°42.85'

W77°00.74' 278° 50.3 NM to fld. 90/09W.

JONES NDB (MHW) 373 AEA N36°36.87' W78°03.19' 008° 4.4

NM to fld. NOTAM FILE AVC.

ILS 110.5 I-AVC Rwy 01. Localizer only.



STAFFORD RGNL (RMN) 3 SW UTC-5(-4DT) N38°23.89' W77°27.33'

211 B FUEL 100LL, JET A, A+ NOTAM FILE RMN

RWY 15-33: H5000X100 (ASPH-GRVD) S-30, D-70, 2S-89 HIRL

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Ground. Rgt tfc.

RWY 33: MAL. PAPI(P4L)—GA 3.0° TCH 45'. Trees.

AIRPORT REMARKS: Attended 1200-0000Z±. Unattended Thanksgiving, Christmas and New Years days. Government contract fuel. Fuel avbl until 0000Z±, after hrs call 540-288-3838 within 12 hrs notice. Deer and flocks of birds on and invof arpt. "Fly Friendly" program in effect, requested that touch and go activity be limited to two (2) every half hr. ACTIVATE HIRL Rwy 15-33—CTAF.

WEATHER DATA SOURCES: AWOS-3 126.325 (540) 657-8283.

COMMUNICATIONS: CTAF/UNICOM 122.725

⑧ QUANTICO ARRIVAL 127.05 (Mon and Fri 1300-2200Z±, Tue, Wed and Thu 1300-0200Z±, except Sat, Sun and holidays, other times etc) ⑧ POTOMAC APP/DEP CON 124.65

GCO 135.075 (Quantico and Potomac App Con)

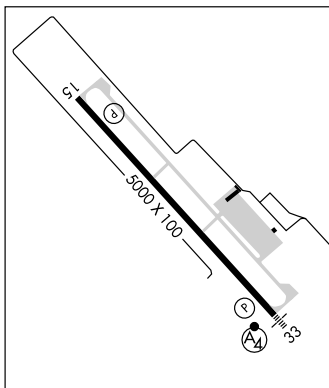
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BROOKE (L) VORTAC 114.5 BRV Chan 92 N38°20.18'

W77°21.18' 316° 6.1 NM to fld. 145/09W.

ILS/DME 108.75 I-RMN Chan 24(Y) Rwy 33. LOC

unusable bvd 20° left of course.



WASHINGTON

H-10H, 12I, L-29E, 34E, 36I, A

IAP

LOC I-AV
110.5

APP CRS
0030

Rwy Idg	5002
TDZE	417
Apt Elev	441

LOC RWY 1

SOUTH HILL / MECKLENBURG-BRUNSWICK RGNL (AVC)

T When local altimeter setting not received, use Oxford altimeter setting and increase all MDA 100, increase S-1 Cat C and Cat D and Circling Cat D visibility $\frac{1}{4}$ mile. Visibility reduction by helicopters NA.


MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct AEA NDB and hold.

AWOS-3
127.525


WASHINGTON CENTER
118.75 377.1

UNICOM
122.8 (CTAF) **L**

ADF REQUIRED

LAWRENCEVILLE
112.9 LVL 
Chan 76

MSA AEA 25 NM

LOCALIZER 110.5
I-AVC 

— IAF —
JONES
373 AEA

BEXGO

915

1100

2000

AEA

NDB

One Minute Holding Pattern

$$\frac{187^\circ \rightarrow}{2000}$$

1700

—

CATEGORY

A

C

5

00-1 1/4

CIRCLING

860-1

900-

900-1

106

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SOUTH HILL, VIRGINIA

Orig-A 29JUL10

SOUTH HILL / MECKLENBURG-BRUNSWICK RGNL (AVC)

36°41'N-78°03'W

LOC RWY 1

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

WAAS
CH **63118**
W01A

APP CRS
007°

Rwy Idg **5002**
TDZE **417**
Apt Elev **441**

RNAV (GPS) RWY 1

SOUTH HILL / MECKLENBURG-BRUNSWICK RGNL (AVC)

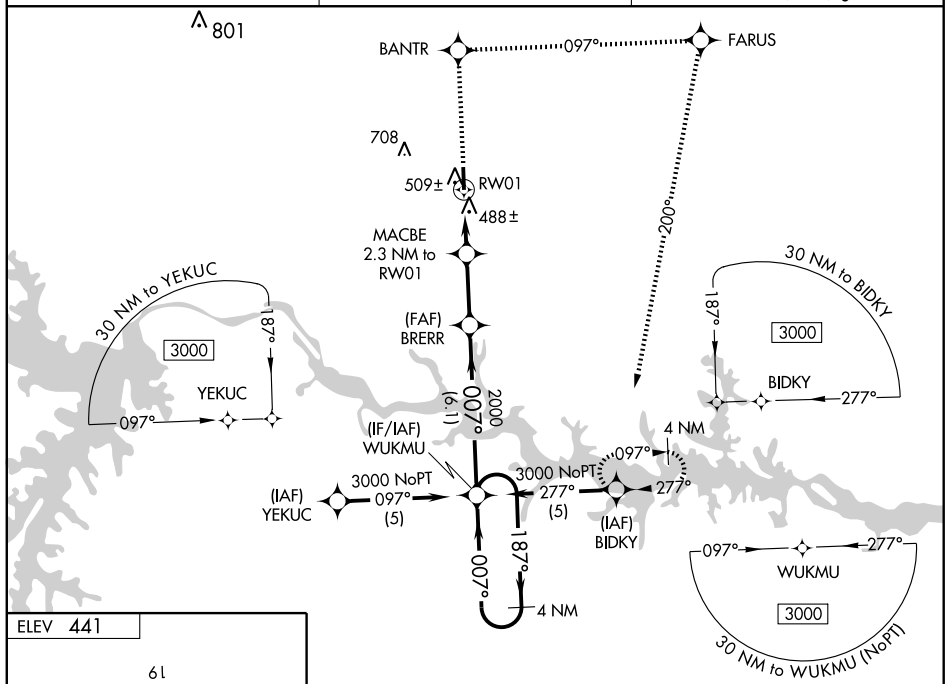
- ▼ Baro-VNAV NA when using Oxford altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
- ▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Oxford altimeter setting and increase all DA 82 feet and all MDA 100 feet; increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat D visibility ¼ mile. VDP NA with Oxford altimeter setting.

MISSED APPROACH: Climb to 3000 direct BANTR and on track 097° to FARUS and right turn on track 200° to BIDKY and hold.

AWOS-3
127.525

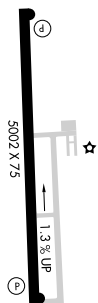
WASHINGTON CENTER
118.75 377.1

UNICOM
122.8 (CTAF) 0



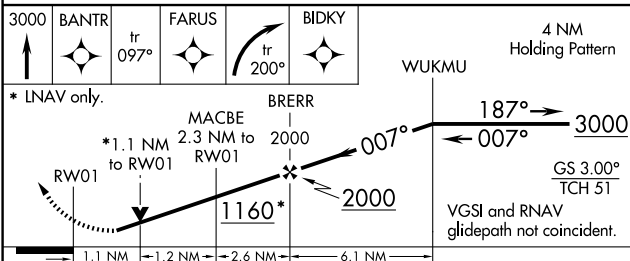
ELEV 441

61



TDZE 417

007° to RWY 1



CATEGORY	A	B	C	D
LPV DA	667-1 250 (300-1)			
LNAV/VNAV DA	814-1½ 397 (400-1½)			
LNAV MDA	760-1 343 (400-1)			
CIRCLING	860-1 419 (500-1)	900-1 459 (500-1)	900-1½ 459 (500-1½)	760-1¼ 343 (400-1¼) 1060-2 619 (700-2)

WAAS
CH **93718**
W19A

APP CRS
187°

Rwy Idg **5002**
TDZE **441**
Apt Elev **441**

RNAV (GPS) RWY 19

SOUTH HILL / MECKLENBURG-BRUNSWICK RGNL (AVC)

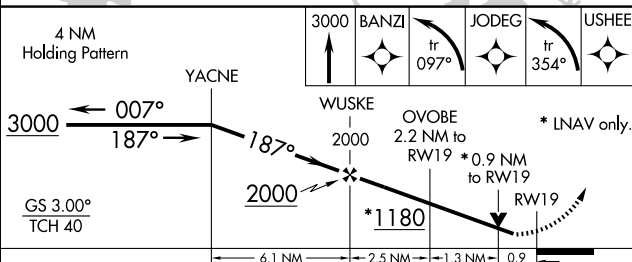
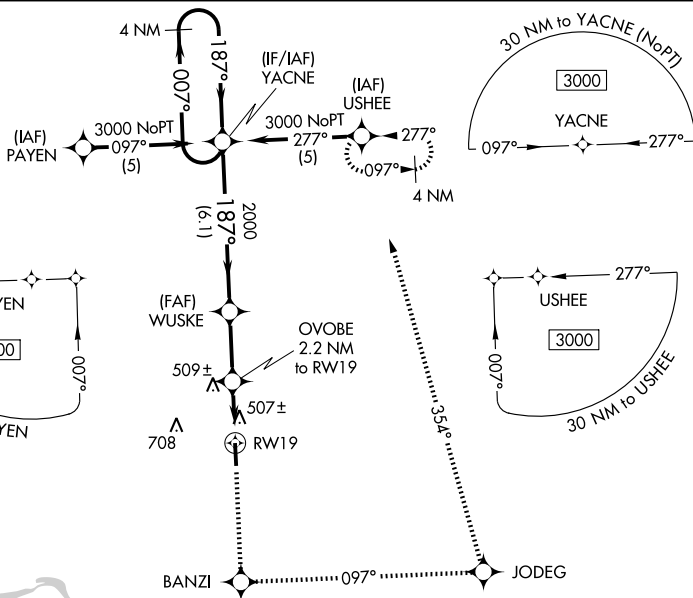
▼ Baro-VNAV NA when using Oxford altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Oxford altimeter setting and increase all DA 82 feet and all MDA 100 feet, increase LPV all Cats, LNAV Cat C, and Circling Cat D visibility ¼ mile, increase LNAV-VNAV all Cats and LNAV Cat D visibility ½ mile. VDP NA with Oxford altimeter setting.

MISSED APPROACH: Climb to 3000 direct BANZI and left turn on track 097° to JODEG and left turn on track 354° to USHEE and hold.

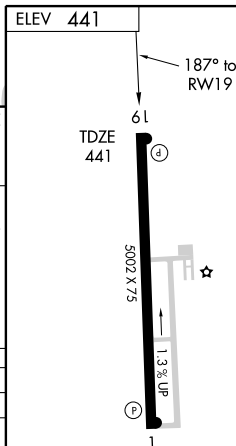
AWOS-3
127.525

WASHINGTON CENTER
118.75 377.1

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	691-1	250 (300-1)		
LNAV/VNAV DA	820-1¼	379 (400-1¼)		
LNAV MDA	780-1	339 (400-1)		
CIRCLING	860-1 419 (500-1)	900-1 459 (500-1)	900-1½ 459 (500-1½)	1060-2 619 (700-2)



REIL Rwy 1 and 19 **0**
MIRL Rwy 1-19 **0**

SOUTH HILL

MECKLENBURG—BRUNSWICK RGNL (AVC) 4 SE UTC-5(-4DT)

N36°41.30' W78°03.27'

441 B FUEL 100LL, JET A TPA—1841(1400) LRA NOTAM FILE AVC

RWY 01-19: H5002X75 (ASPH) S-12.5 MIRL 1.3% up N

RWY 01: REIL. PAPI(P2L)—GA 3.0°. TCH 40'. Trees.

RWY 19: REIL. PAPI(P2L)—GA 3.0°. TCH 40'. Antenna.

AIRPORT REMARKS: Attended daltg hours. 24 hr fuel avbl by credit card.

MIRL Rwy 01-19 and REIL Rwy 01 and 19 preset low ints; for higher ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 127.525 (434) 729-2229.

COMMUNICATIONS: CTAF/UNICOM 122.8

⑧ WASHINGTON CENTER APP/DEP CON 118.75

RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.

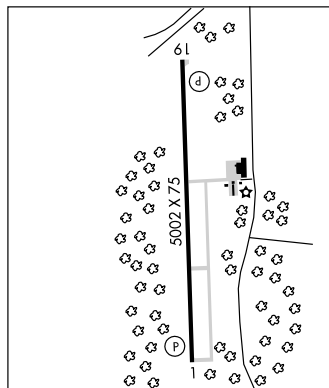
FRANKLIN (L) VORTAC 110.6 FKN Chan 43 N36°42.85'

W77°00.74' 278° 50.3 NM to fld. 90/09W.

JONES NDB (MHW) 373 AEA N36°36.87' W78°03.19' 008° 4.4

NM to fld. NOTAM FILE AVC.

ILS 110.5 I-AVC Rwy 01. Localizer only.

WASHINGTON
H-9C, 12H, L-36G
IAP

STAFFORD RGNL (RMN) 3 SW UTC-5(-4DT) N38°23.89' W77°27.33'

211 B FUEL 100LL, JET A, A+ NOTAM FILE RMN

RWY 15-33: H5000X100 (ASPH-GRVD) S-30, D-70, 2S-89 HIRL

0.8% up NW.

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Ground. Rgt tfc.

RWY 33: MAL. PAPI(P4L)—GA 3.0° TCH 45'. Trees.

AIRPORT REMARKS: Attended 1200-0000Z±. Unattended Thanksgiving, Christmas and New Years days. Government contract fuel. Fuel avbl until 0000Z±, after hrs call 540-288-3838 within 12 hrs notice. Deer and flocks of birds on and invof arpt. "Fly Friendly" program in effect, requested that touch and go activity be limited to two (2) every half hr. ACTIVATE HIRL Rwy 15-33—CTAF.

WEATHER DATA SOURCES: AWOS-3 126.325 (540) 657-8283.

COMMUNICATIONS: CTAF/UNICOM 122.725

⑧ QUANTICO ARRIVAL 127.05 (Mon and Fri 1300-2200Z±, Tue, Wed and Thu 1300-0200Z±, except Sat, Sun and holidays, other times etc) ⑧ POTOMAC APP/DEP CON 124.65

GCO 135.075 (Quantico and Potomac App Con)

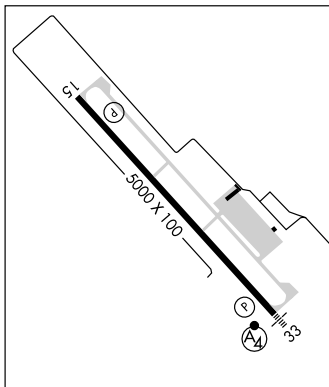
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BROOKE (L) VORTAC 114.5 BRV Chan 92 N38°20.18'

W77°21.18' 316° 6.1 NM to fld. 145/09W.

ILS/DME 108.75 I-RMN Chan 24(Y) Rwy 33. LOC

unusable bvd 20° left of course.

WASHINGTON
H-10H, 12I, L-29E, 34E, 36I, A
IAP

LOC/DME I-RMN 108.75 Chan 24 (Y)	APP CRS 329°	Rwy Idg 5000 TDZE 196 Apt Elev 212
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ILS or LOC RWY 33

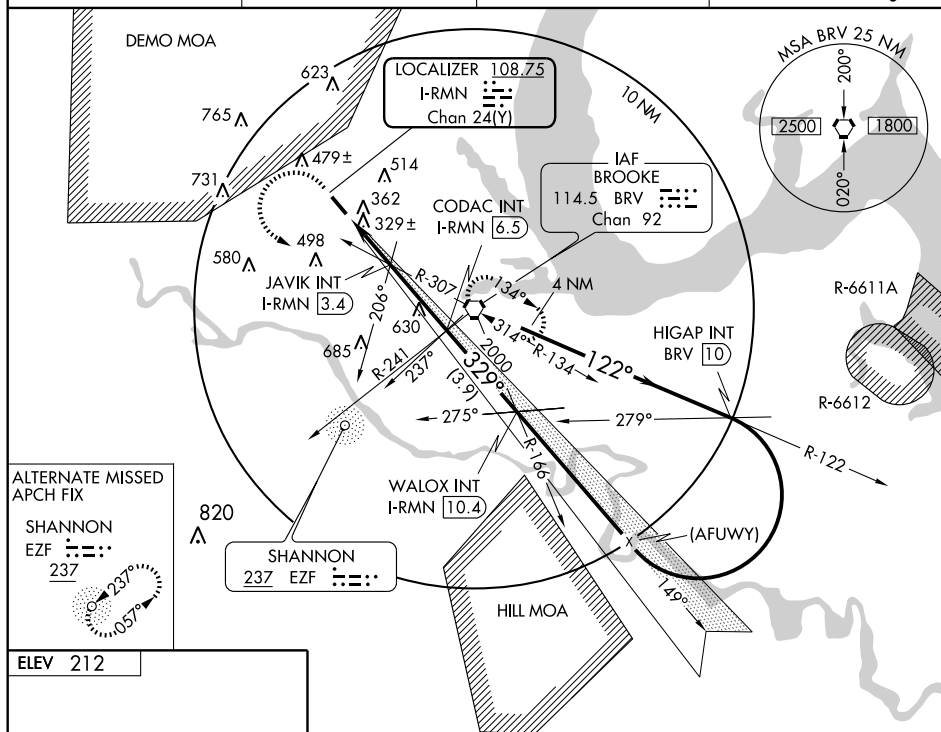
STAFFORD RGNL (RMN)

▽ If local altimeter setting not received, use Shannon, Fredericksburg, VA altimeter setting and increase all DH/MDAs 40 feet.
△NA Inoperative table does not apply to S-ILS 33 and to S-LOC Cats B and C. DME or ADF required.



MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct BRV VORTAC and hold.

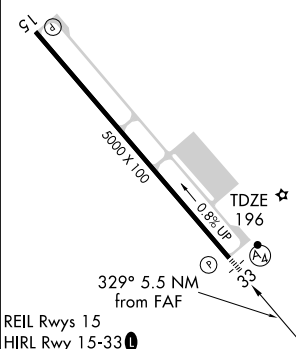
AWOS-3 126.325	POTOMAC APP CON 124.65 306.925	GCO 135.075	UNICOM 122.725 (CTAF) 0
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ALTERNATE MISSED APCH FIX

SHANNON
EZF **237**

ELEV 212



REIL Rwy 15
HIRL Rwy 15-33 **0**

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

STAFFORD, VIRGINIA

Orig 09183

600		2000	BRV	114.5	VORTAC			
↑		↶	⬡		Procedure Turn NA			
					HIGAP INT BRV 10			
					3000			
					GS 3.00° TCH 46			
					†980 when using Shannon, Fredericksburg, VA altimeter setting.			
					*LOC Only			
					2.4 NM 3.1 NM 3.9 NM			
CATEGORY		A		B		C		D
S-ILS 33				396-¾		200 (200-¾)		
S-LOC 33				580-¾		384 (400-¾)		580-1¼ 384 (400-1¼)
CIRCLING		720-1 508 (600-1)		740-1 528 (600-1)		840-1¾ 628 (700-1¾)		860-2 648 (700-2)

STAFFORD RGNL (RMN)

ILS or LOC RWY 33

38°24'N - 77°27'W

WAAS CH 81805 W33A	APP CRS 329°	Rwy Idg 5000 TDZE 196 Apt Elev 212
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RNAV (GPS) RWY 33

STAFFORD RGNL (RMN)

T If local altimeter setting not received, use Shannon, Fredericksburg, VA altimeter setting and increase all DAs/MDAs 40 feet. Baro/VNAV NA below -15°C (5°F). VDP and Baro-VNAV NA when using Shannon, Fredericksburg, VA altimeter setting. Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA.

MALS



MISSED APPROACH: Climb to 4000
direct KOBEC and left turn via 209°
track to TECOV and left turn via 151°
track to FALKO and hold.

AWOS-3

126.325

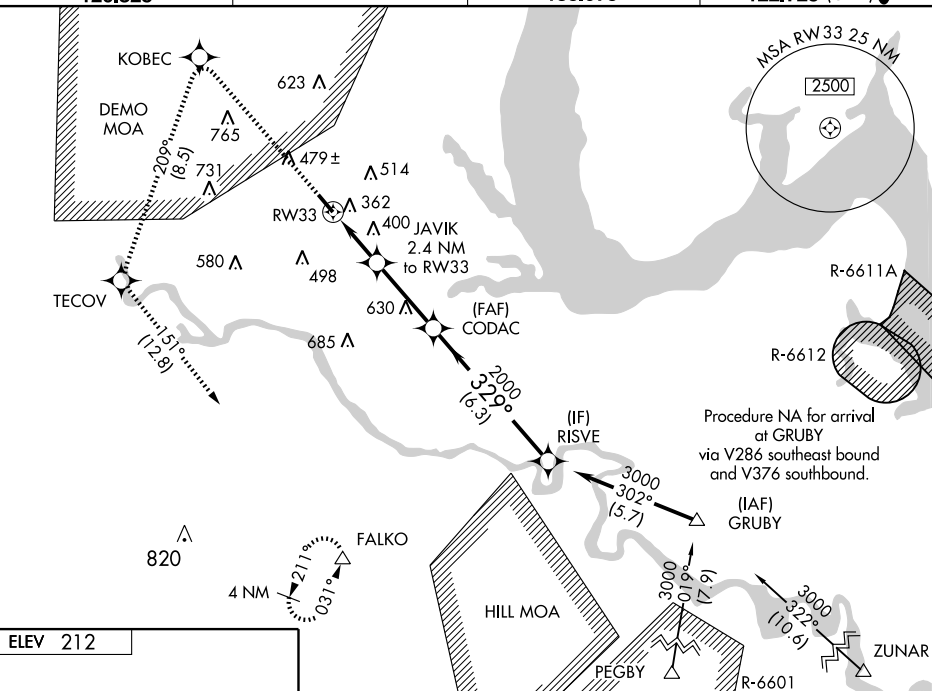
POTOMAC APP CON

124.65 306.925

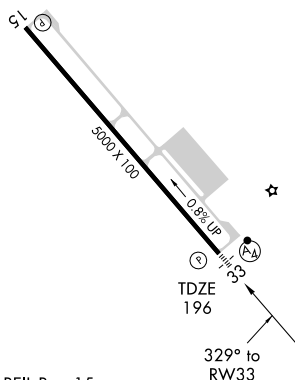
GCO

135.075

UNICOM

122.725 (CTAF) **L**

ELEV 212



REIL Rwy 15

HIRL Rwy 15-33 **L**

STAFFORD, VIRGINIA

Amdt 1 09183

STAFFORD RGNI (RMN)

38°24'N - 77°27'W

RNAV (GPS) RWY 33

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010

VORTAC BRV 114.5 Chan 92	APP CRS 314°	Rwy Idg TDZE Apt Elev	5000 196 212
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VOR RWY 33

STAFFORD RGNL (RMN)

▼ If local altimeter setting not received, use Shannon, Fredericksburg, VA altimeter setting and increase all MDAs 40 feet. VDP NA with Shannon, Fredericksburg, VA altimeter setting. Inoperative table does not apply to Cat C.

MALS



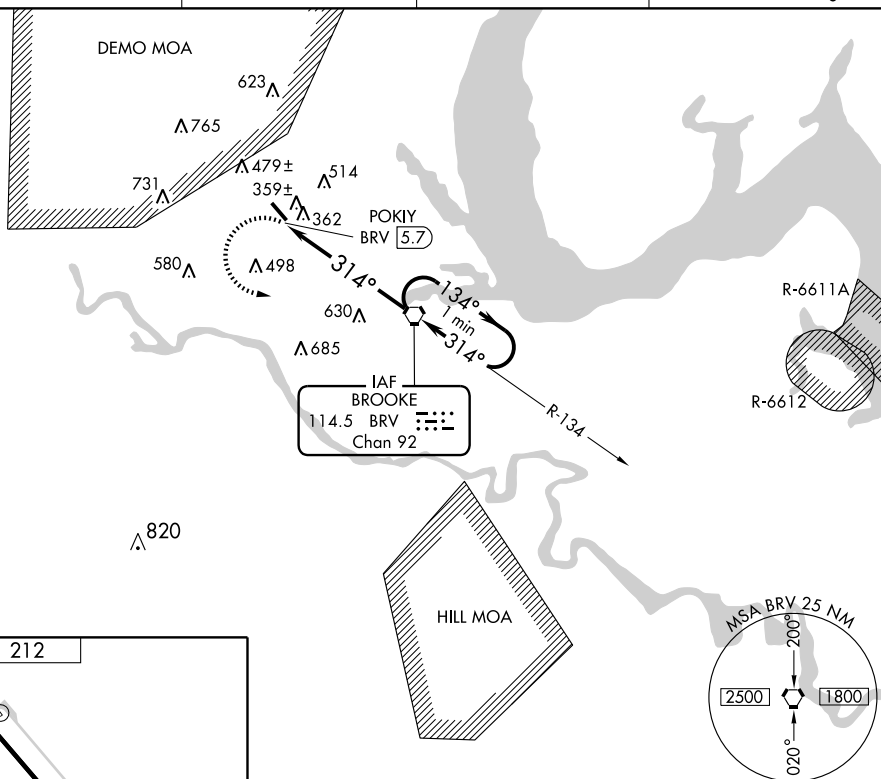
MISSED APPROACH: Climbing left turn to 2000 direct BRV VORTAC and hold.

AWOS-3
126.325

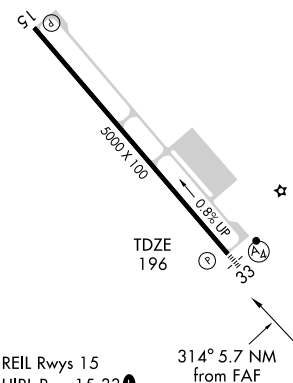
POTOMAC APP CON
124.65 306.925

GCO
135.075

UNICOM
122.725 (CTAF) 0



ELEV 212



2000	BRV 114.5	BRV 4.1	POKIY BRV 5.7	VORTAC	One Minute Holding Pattern
				134° → 2000 ← 314°	
				≤ 2.95° TCH 45	
				1.6	4.1 NM
CATEGORY	A	B	C	D	
S-33	740-¾ 544 (600-¾)		740-1½ 544 (600-1½)	740-1¾ 544 (600-1¾)	
CIRCLING	740-1 528 (600-1)		840-1¾ 628 (700-1¾)	860-2 648 (700-2)	

REIL Rwy 15

HIRL Rwy 15-33 0

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

STAFFORD, VIRGINIA

Amdt 1 09183

38°24'N - 77°27'W

STAFFORD RGNL (RMN)

VOR RWY 33

STAUNTON/WAYNESBORO/HARRISONBURG

SHENANDOAH VALLEY RGNL (SHD) 10 NE UTC-5(-4DT) N38°15.83' W78°53.79'

WASHINGTON

1201 B S4 FUEL 100LL, JET A OX 3, 4 TPA—See Remarks Class I, ARFF Index B

H-10H, 121, L-26J

NOTAM FILE SHD

IAP

RWY 05-23: H6002X150 (ASPH-GRVD) S-75, D-150, 2S-175, 2D-215 HIRL 0.4% up NE

RWY 05: MALSR. PAPI(P4L)—GA 3.0° TCH 60'. Pole.

RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Road.

AIRPORT REMARKS: Attended continuously. PPR 12 hrs for air carrier ops with more than 30 passenger seats call 540-234-8304. TPA 2001(800) piston acft, 2701(1500) jet/turbo acft.
 ACTIVATE HIRL Rwy 05-23, MALSR Rwy 05, REIL Rwy 23 and taxiway lgts—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.925 (540) 234-0110.

COMMUNICATIONS: CTAF/UNICOM 123.0

MONTEBELLO RCO 122.1R 115.3T (LEESBURG RADIO)

POTOMAC APP/DEP CON 132.85

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

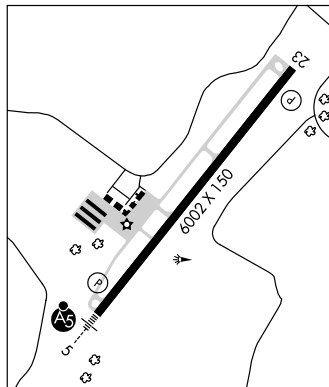
MONTEBELLO (L) VOR/DME 115.3 MOL Chan 100 N37°54.03'

W79°06.41' 030° 23.9 NM to fld. 3460/05W.

STAUT NDB (LOM) 375 SH N38°12.11' W78°57.44' 045° 4.7 NM to fld.

ILS 109.5 I-SHD Rwy 05. Class IE. LOM STAUT NDB.

Backcourse unusable. Autopilot coupled apchs not applicable blo 1494'.



STAUT N38°12.11' W78°57.44' NOTAM FILE SHD.

NDB (LOM) 375 SH 045° 4.2 NM to Shenandoah Valley Rgnl.

SUFFOLK EXECUTIVE (SFQ) 3 SW UTC-5(-4DT) N36°40.94' W76°36.11'

WASHINGTON

72 B S2 FUEL 100LL, JET A, MOCAS NOTAM FILE SFQ

H-10I, 121, L-35D, 36H

RWY 04-22: H5007X100 (ASPH) S-30, D-60, 2D-60 HIRL

IAP

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 38'. Trees. Rgt tfc.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 07-25: H4700X100 (ASPH) S-30, D-50, 2D-85 MIRL

RWY 07: APAP(PNIR). Thld dsplcd 950'. Tree.

RWY 25: APAP(PNIR). Thld dsplcd 300'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Apr-May 1300-2300Z, except Sun clsd at 2200Z, Jun-Oct 1300-0000Z, except Sun clsd at 2200Z, Nov-Mar 1300-2200Z. Parachute Jumping. Deer on and infov arpt. Rwy 07-25 relocated 300 ft on east end. ACTIVATE MIRL Rwy 07-25; HIRL Rwy 04-22; PAPI Rws 04 and 22; REIL Rws 04 and 22—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.375 (757) 934-3942

COMMUNICATIONS: CTAF/UNICOM 122.7

NORFOLK APP/DEP CON 127.9 GCO 135.075 (NORFOLK CLNC)

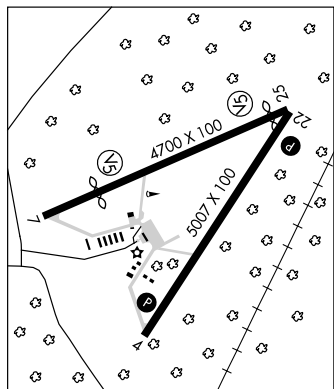
RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.

FRANKLIN (L) VORTAC 110.6 FKN Chan 43 N36°42.85'

W77°00.74' 104° 19.9 NM to fld. 90/09W.

WALEY NDB (MHW/LOM) 249 RK N36°35.96' W76°38.95' 035° 5.5 NM to fld. NOTAM FILE DCA.

ILS 111.5 I-RKH Rwy 04. Loc only.



SUZZE N36°55.21' W81°14.60' NOTAM FILE MKJ.

CINCINNATI

NDB (MHW/LOM) 335 MK 260° 5.4 NM to Mountain Empire. Unmonitored when arpt unattended.

L-2W

LOC I-SHD <u>109.5</u>	APP CRS 047°	Rwy Idg TDZE Apt Elev	6002 1184 1201
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ILS or LOC RWY 5
STAUNTON/ SHENANDOAH VALLEY RGNL (SHD)

ADF Required. Autopilot coupled approach NA below 1494 feet.

When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet, all MDA 140 feet. Increase ILS visibility $\frac{1}{4}$ mile all Cats, LOC visibility Cat C/D $\frac{1}{4}$ mile and Circling Cat D $\frac{1}{2}$ mile. For nonoperative MALSR when using Charlottesville altimeter setting, increase ILS visibility to $\frac{1}{4}$ miles.

MALSI

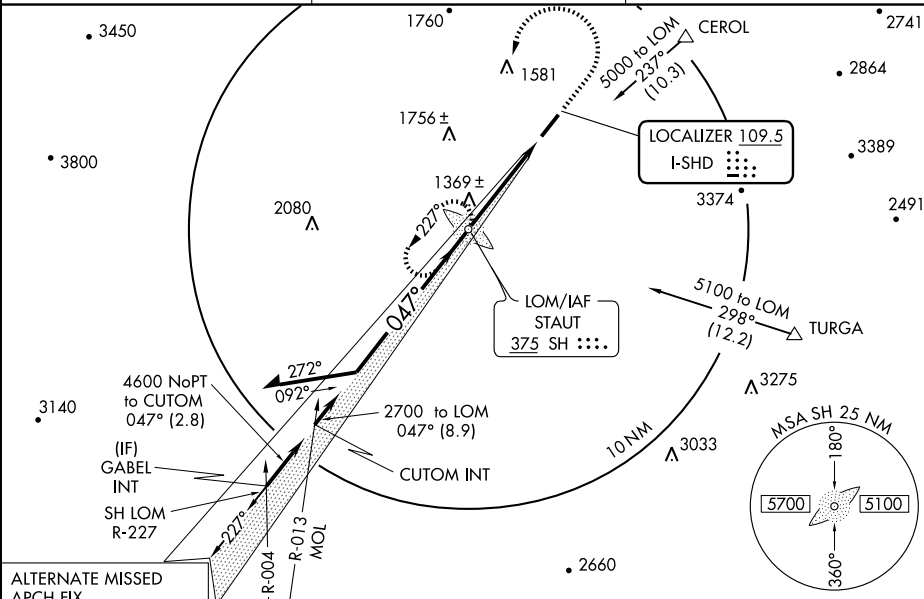
MISSED APPROACH: Climb to 2600 then climbing left turn to 3600 direct SH LOM and hold.

AWOS-3
124.925

POTOMAC APP CON


132.85	257.75
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UNICOM
123.0 (CTAF) **L**



ALTERNATE MISSED
APCH FIX

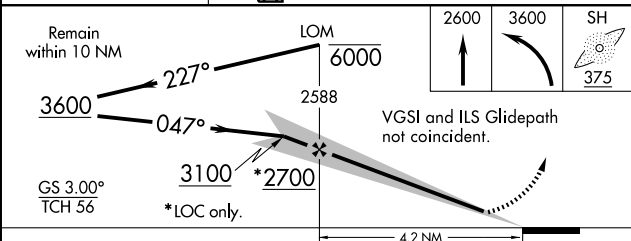
MONTEBELLO
MOL 115.3
Chan 100
← R-271 →

IAF
MONTEBELLO
115.3 MOL 
Chan 100

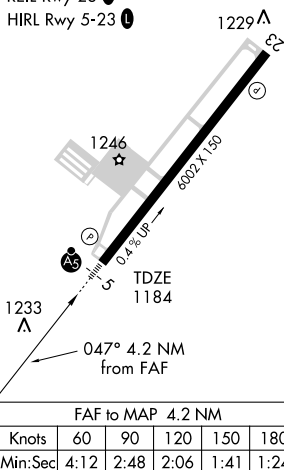
ELEV 1201

REIL Rwy 23 **L**

HIRL Rwy 5-23 **L**



CATEGORY	A	B	C	D
S-LS 5	1384-½		200 (200-½)	
S-LOC 5	1620-½	436 (500-½)	1620-¾ 436 (500-¾)	1620-1 436 (500-1)
CIRCLING	1620-1 419 (500-1)	1660-1 459 (500-1)	1660-1½ 459 (500-1½)	1820-2 619 (700-2)



STAUNTON-WAYNESBORO-HARRISONBURG, VIRGINIA
Amdt 9 09239

STAUNTON/ SHENANDOAH VALLEY RGNL (SHD)
116 106 MAY 5

38°16'N - 78°54'W

ILS or LOC RWY 5

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010

LOM SH 375	APP CRS 047°	Rwy Idg TDZE Apt Elev	6002 1184 1201
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▼
▲ When local altimeter setting not received, use Charlottesville altimeter setting: increase all MDAs 140 feet and visibility 5-5 and Circling Cat C/D ½ mile.

MALSR

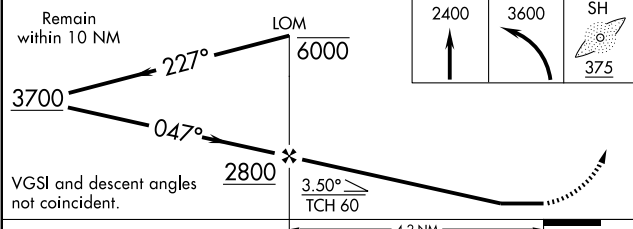
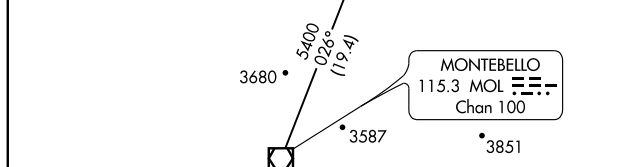
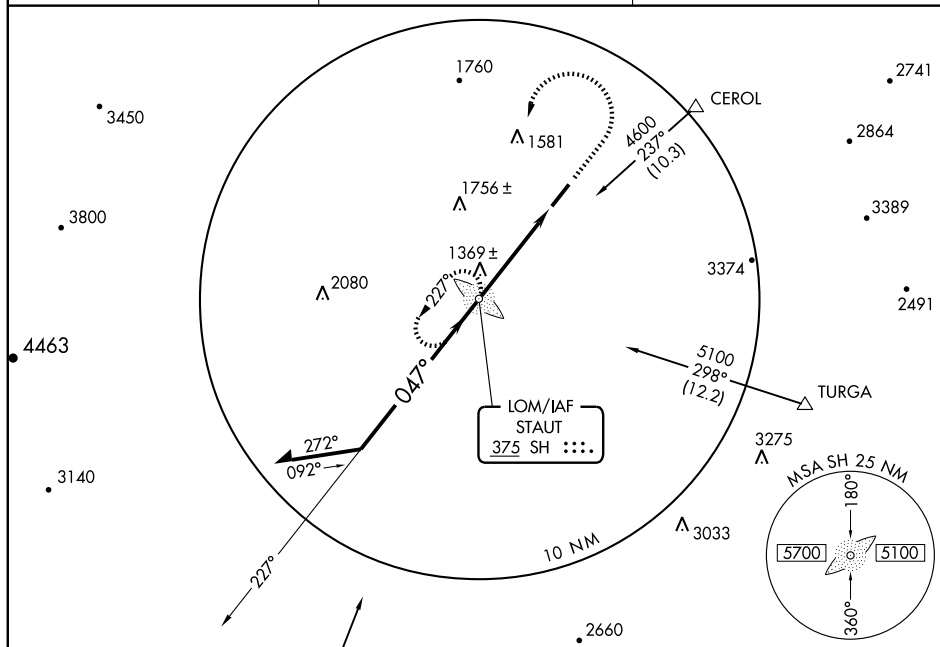


MISSED APPROACH: Climb to 2400 then climbing left turn to 3600 direct SH LOM and hold.

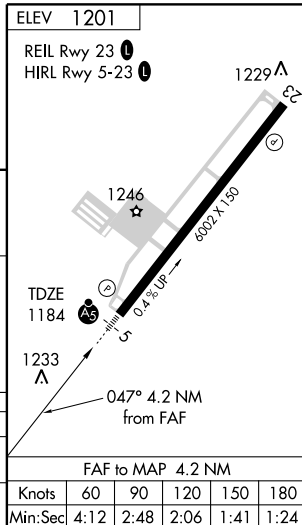
AWOS-3
124.925

POTOMAC APP CON
132.85 257.75

UNICOM
123.0 (CTAF) 1



CATEGORY	A	B	C	D
S-5	1760-¾ 576 (600-¾)		1760-1 576 (600-1)	1760-1½ 576 (600-1½)
CIRCLING	1760-1 559 (600-1)		1760-1½ 559 (600-1½)	1820-2 619 (700-2)



WAAS CH 81913 W05A	APP CRS 047°	Rwy Idg TDZE Apt Elev	6002 1184 1201
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▼ For inoperative MALS when using Charlottesville altimeter setting, increase LPV visibility to 1 1/4 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Charlottesville altimeter setting. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet, all MDA 140 feet. Increase LPV all Cats visibility 1/4 mile, LNAV/VNAV all Cats 1/2 mile, LNAV Cat C/D 1/4 mile and Circling Cat D 1/2 mile.

MALS

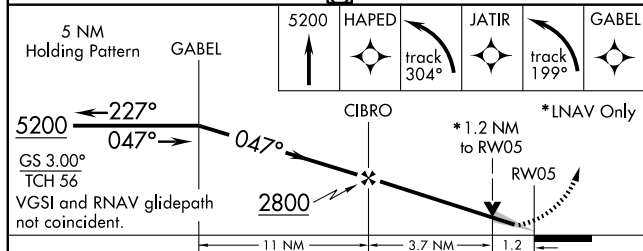
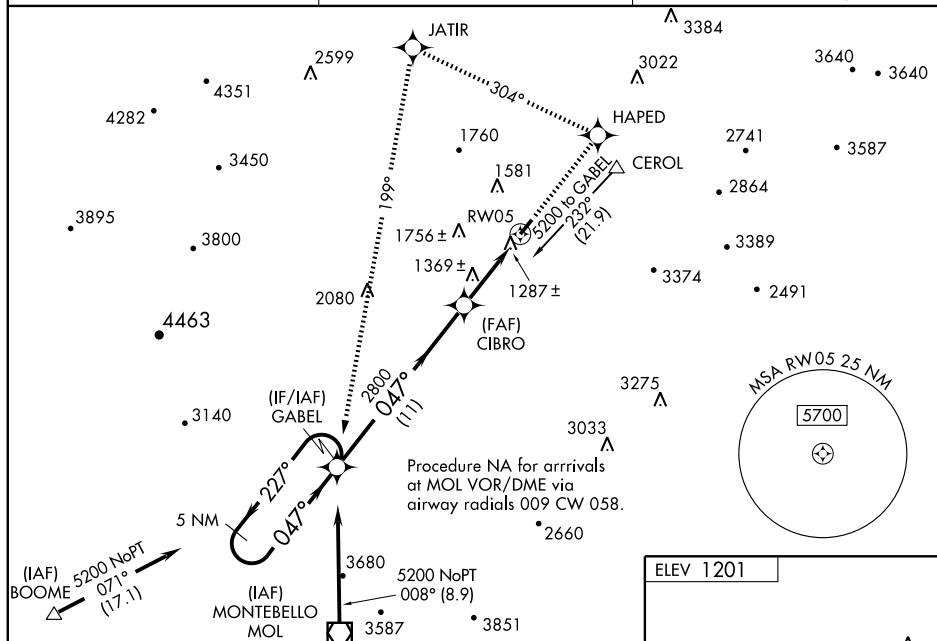


MISSED APPROACH: Climb to 5200 direct HAPED and left turn via track 304° to JATIR and left turn via track 199° to GABEL and hold.

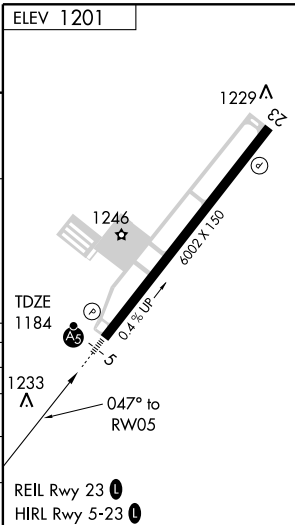
AWOS-3
124.925

POTOMAC APP CON
132.85 257.75

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	1384-1/2 200 (200-1/2)			
LNAV/VNAV DA	1563-3/4 379 (400-3/4)			
LNAV MDA	1620-1/2 436 (500-1/2)	1620-3/4 436 (500-3/4)	1620-1 436 (500-1)	
CIRCLING	1620-1 419 (500-1)	1660-1 459 (500-1)	1660-1 1/2 459 (500-1 1/2)	1820-2 619 (700-2)



WAAS CH 78113 W23A	APP CRS 227°	Rwy Idg TDZE 1201 Apt Elev 1201	6002 1201
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▼ Baro-VNAV NA when using Charlottesville altimeter setting.

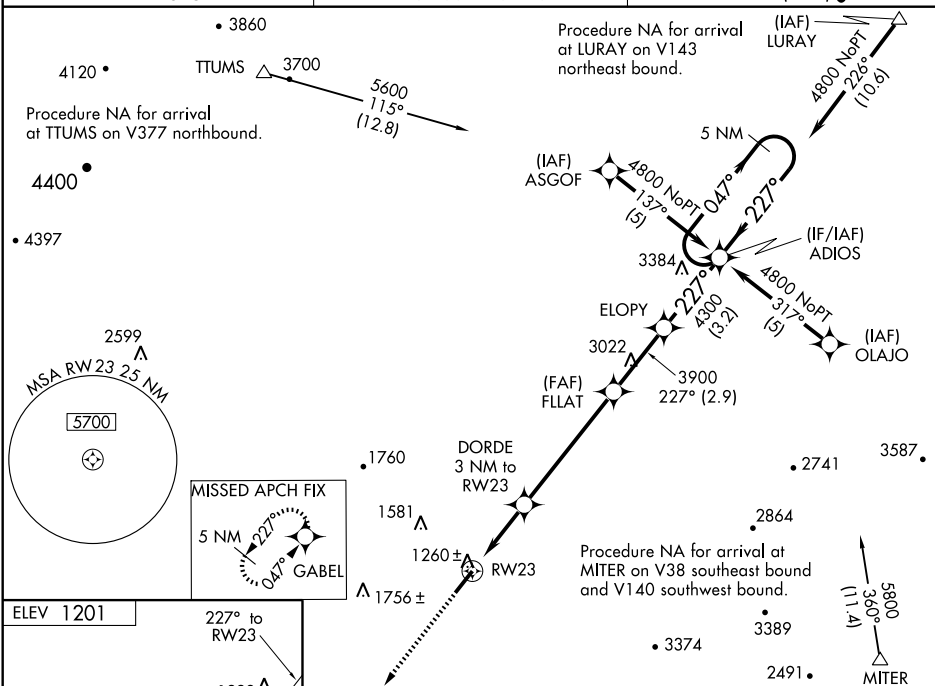
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet, all MDA 140 feet. Increase LPV and LNAV/VNAV all Cats visibility $\frac{1}{4}$ mile, LNAV Cat C visibility $\frac{1}{4}$ mile and LNAV Cat D and Circling Cat D visibility $\frac{1}{2}$ mile.

MISSED APPROACH: Climb to 5300 direct GABEL and hold, continue climb-in-hold to 5300.

AWOS-3
124.925

POTOMAC APP CON
132.85 257.75

UNICOM
123.0 (CTAF) 0



NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

(SNDOA1.SNDOA) (OBSTACLE) 09239 SL-5369 (FAA) STAUNTON/SHENANDOAH VALLEY RGNL (SHD) STAUNTON-WAYNESBORO-HARRISONBURG, VIRGINIA

POTOMAC DEP CON

132.85 257.75

CTAF 123.0

AWOS-3 124.925

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:

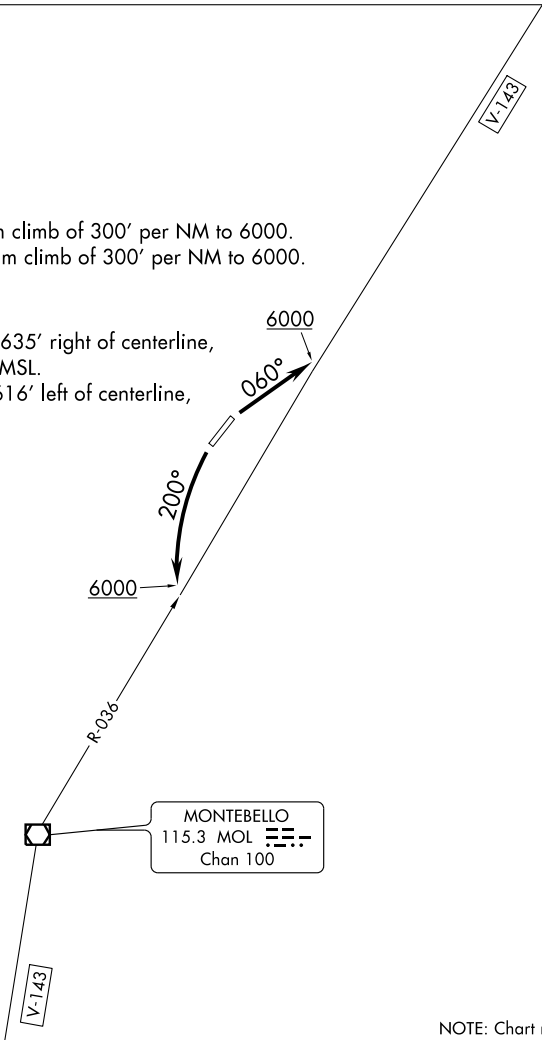
Rwy 5, Standard with minimum climb of 300' per NM to 6000.

Rwy 23, Standard with minimum climb of 300' per NM to 6000.

TAKE-OFF OBSTACLES:

Rwy 5, Trees 1720' from DER, 635' right of centerline,
up to 100' AGL/1279' MSL.

Rwy 23, Tree 679' from DER, 616' left of centerline,
35' AGL/1194' MSL.



NOTE: Chart not to scale.

▼

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb heading 060° to 6000 to intercept MOL VOR/DME R-036 outbound, thence. . . .

TAKE-OFF RUNWAY 23: Climbing left turn to 6000 heading 200° to intercept MOL VOR/DME R-036 inbound, thence

. . . . expect radar vectors to filed/assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

STAUNTON/WAYNESBORO/HARRISONBURG

SHENANDOAH VALLEY RGNL (SHD) 10 NE UTC-5(-4DT) N38°15.83' W78°53.79'

WASHINGTON

1201 B S4 FUEL 100LL, JET A OX 3, 4 TPA—See Remarks

Class I, ARFF Index B

H-10H, 121, L-26J

IAP

NOTAM FILE SHD

RWY 05-23: H6002X150 (ASPH-GRVD) S-75, D-150, 2S-175, 2D-215 HIRL 0.4% up NE

RWY 05: MALSR. PAPI(P4L)—GA 3.0°TCH 60'. Pole.

RWY 23: REIL. PAPI(P4L)—GA 3.0°TCH 45'. Road.

AIRPORT REMARKS: Attended continuously. PPR 12 hrs for air carrier ops with more than 30 passenger seats call 540-234-8304. TPA 2001(800) piston acft, 2701(1500) jet/turbo acft.
 ACTIVATE HIRL Rwy 05-23, MALSR Rwy 05, REIL Rwy 23 and taxiway lgts—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.925 (540) 234-0110.

COMMUNICATIONS: CTAF/UNICOM 123.0

MONTEBELLO RCO 122.1R 115.3T (LEESBURG RADIO)

POTOMAC APP/DEP CON 132.85

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

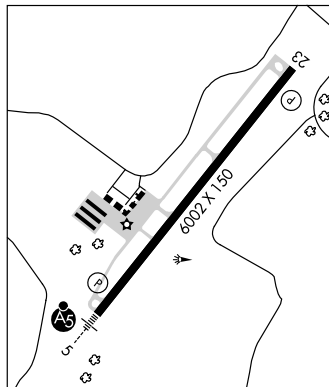
MONTEBELLO (L) VOR/DME 115.3 MOL Chan 100 N37°54.03'

W79°06.41' 030° 23.9 NM to fld. 3460/05W.

STAUT NDB (LOM) 375 SH N38°12.11' W78°57.44' 045° 4.7 NM to fld.

ILS 109.5 I-SHD Rwy 05. Class IE. LOM STAUT NDB.

Backcourse unusable. Autopilot coupled apchs not applicable blo 1494'.



STAUT N38°12.11' W78°57.44' NOTAM FILE SHD.

NDB (LOM) 375 SH 045° 4.2 NM to Shenandoah Valley Rgnl.

SUFFOLK EXECUTIVE (SFQ) 3 SW UTC-5(-4DT) N36°40.94' W76°36.11'

WASHINGTON

72 B S2 FUEL 100LL, JET A, MOCAS NOTAM FILE SFQ

H-10I, 121, L-35D, 36H

RWY 04-22: H5007X100 (ASPH) S-30, D-60, 2D-60 HIRL

IAP

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 38'. Trees. Rgt tfc.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 07-25: H4700X100 (ASPH) S-30, D-50, 2D-85 MIRL

RWY 07: APAP(PNIR). Thld dsplcd 950'. Tree.

RWY 25: APAP(PNIR). Thld dsplcd 300'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Apr-May 1300-2300Z, except Sun clsd at 2200Z, Jun-Oct 1300-0000Z, except Sun clsd at 2200Z, Nov-Mar 1300-2200Z. Parachute Jumping. Deer on and infov arpt. Rwy 07-25 relocated 300 ft on east end. ACTIVATE MIRL Rwy 07-25; HIRL Rwy 04-22; PAPI Rws 04 and 22; REIL Rws 04 and 22—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.375 (757) 934-3942

COMMUNICATIONS: CTAF/UNICOM 122.7

NORFOLK APP/DEP CON 127.9 GCO 135.075 (NORFOLK CLNC)

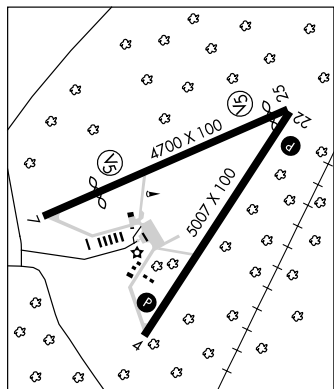
RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.

FRANKLIN (L) VORTAC 110.6 FKN Chan 43 N36°42.85'

W77°00.74' 104° 19.9 NM to fld. 90/09W.

WALEY NDB (MHW/LOM) 249 RK N36°35.96' W76°38.95' 035° 5.5 NM to fld. NOTAM FILE DCA.

ILS 111.5 I-RKH Rwy 04. Loc only.



SUZZE N36°55.21' W81°14.60' NOTAM FILE MKJ.

CINCINNATI

NDB (MHW/LOM) 335 MK 260° 5.4 NM to Mountain Empire. Unmonitored when arpt unattended.

L-2W

LOC I-RKH <u>111.5</u>	APP CRS 037°	Rwy Idg 5007 TDZE 67 Apt Elev 72
----------------------------------	------------------------	---

LOC RWY 4
SUFFOLK EXECUTIVE (SFQ)

T If local altimeter setting not received, use Norfolk Intl
A_{NA} altimeter setting and increase all MDAs 60 feet.

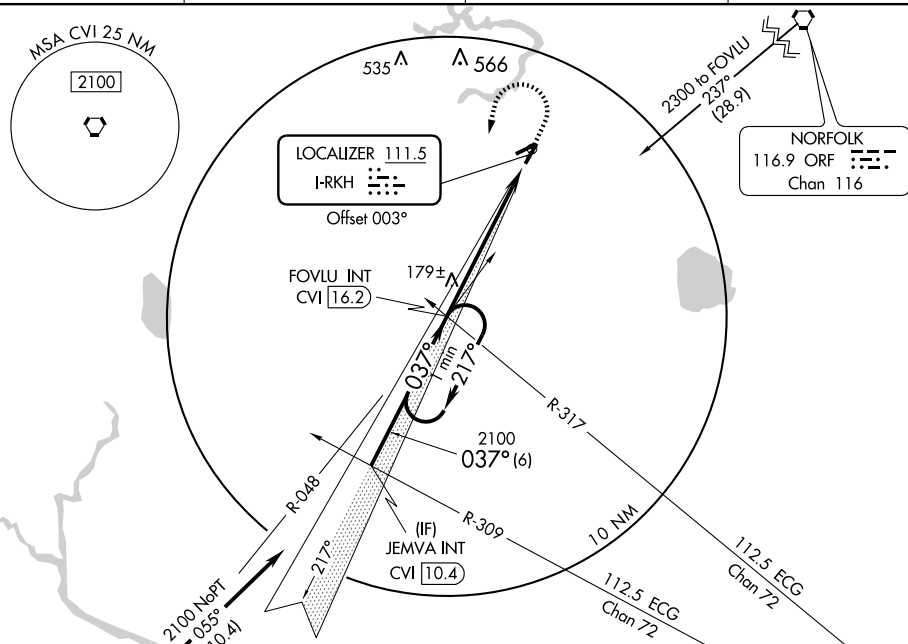
MISSED APPROACH: Climb to 500, then climbing left turn to 2100 via CVI R-048 to FOVLU and hold.

AWOS-3
119,375

NORFOLK APP CON
127.9 269.42

UNICOM
122.7 (CTAF) **L**

GCO
135.075



IAF
COFIELD
114.6 CVI
Chan 93

One Minute Holding Pattern

2100 ← 217°
037° → 2100

FOVLU INT
CVI 16.2

500

210

FOVLU
INIT

CVI R-048

3.05°

ELEV 72	Rwy 7 ldg 3750'
	Rwy 25 ldg 4400'

Rwy 7 ldg 3750'
Rwy 25 ldg 4400'

15

4700 X 100
LOG

⑦ 0.07×1000



037° 6.2 NM
from FAF

467

REIL Rwy 4 and 22
HIRL Rwy 4-22

MIRL Rwy 7-25 (

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180

SUFFOLK EXECUTIVE (SFC)

SUFFOLK, VIRGINIA
Amdt 2 08353

36°41'N - 76°36'W

SUFFOLK EXECUTIVE (SFQ)
LOC RWY 4

NE-3. 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	5007
040°	TDZE	67
	Apt Elev	72

RNAV (GPS) RWY 4

SUFFOLK EXECUTIVE (SFQ)

▼ If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 60 feet. VDP NA when using Norfolk Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct OLUCE and hold.

AWOS-3
119.375

NORFOLK APP CON
127.9 269.42

UNICOM
122.7 (CTAF) 0

GCO
135.075

1085 Δ

Δ 1282 Δ 1245

Procedure NA for arrivals
at FKN VORTAC
via V266 northwestbound.

FRANKLIN
FKN

2000 to VEZVA
146°
(1.4)

Procedure NA for arrivals
at ORF VORTAC
via V139 northeastbound.

NORFOLK
ORF

2000 to SUF50
229°
(33.7)

179±
(FAF)
ZAXIB

(IAF)
VEZVA

2000 NoPT
130°
(5)

(IF/IAF)
OLUCE

2000 NoPT
310°
(5)

(IAF)
SUF50

(IAF)
COFIELD
CVI

2000 NoPT
052°
(10.1)

Procedure NA for arrivals
at CVI VORTAC
via V194 westbound

MSA RW04 25 NM

2300

ELEV 72

Rwy 7 Idg 3750'
Rwy 25 Idg 4400'

4 NM
Holding Pattern

OLUCE

ZAXIB

2000

OLUCE

2000

220°

040°

040°

1800

1.2 NM to RW04

RW04

3.04°

TCH 40

CATEGORY

A

B

C

D

LNNAV MDA

480-1

413 (500-1)

480-1¼

413 (500-1¼)

NA

CIRCLING

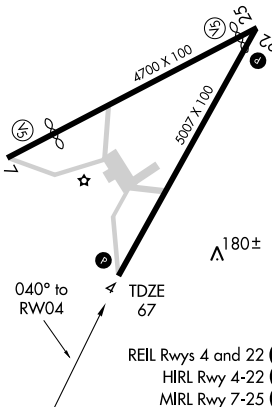
480-1

540-1

540-1½

468 (500-1½)

NA



RNAV (GPS) RWY 7

SUFFOLK EXECUTIVE (SFQ)

APP CRS	Rwy Idg	3750
074°	TDZE	72
	Apt Elev	72

▼ If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 60 feet.
 ▲ DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct LALSE and hold.

AWOS-3
119.375

NORFOLK APP CON
127.9 269.42

UNICOM
122.7 (CTAF)

GCO
135.075

▲ 1085

▲ 1282

Procedure NA for arrivals at FKN VORTAC via V266 northwestbound.

(IAF)
FRANKLIN
FKN

2000 NoPT
134°
(12)

535 ▲

566 ▲

RW07

(FAF)
IDZAT

179 ±

(IF/IAF)
LALSE

1600
074°
(6)

4 NM

Procedure NA for arrivals at CVI VORTAC via V1 southwestbound.

(IAF)
COFIELD
CVI

2000 NoPT
023°
(14.1)

MSA RW07 25 NM

2300

4 NM
Holding Pattern

LALSE

IDZAT

2000

LALSE

2000 ← 254°
074° → 074°

074°

1600

RW07

VGSI and descent angles not coincident.

2.98°

TCH 40

6 NM

4.7 NM

ELEV 72

Rwy 7 Idg 3750'
Rwy 25 Idg 4400'

TDZE 72

074° to RW07

4700 x 100

5007 x 100

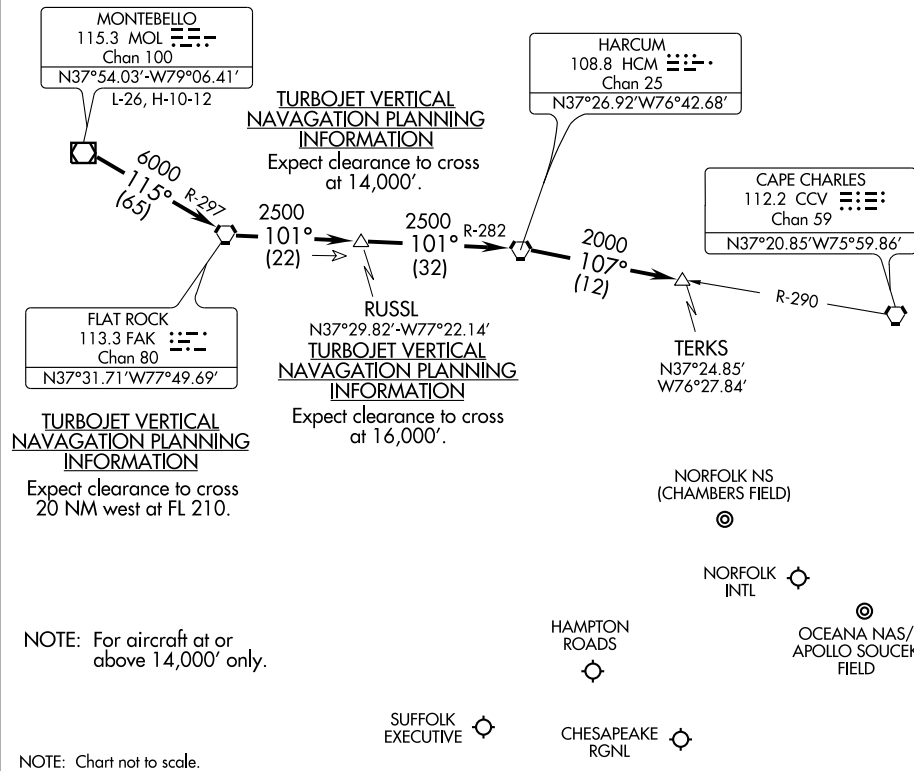
▲ 180 ±

REIL Rwy 4 and 22
HIRL Rwy 4-22
MIRL Rwy 7-25

TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

NORFOLK APP CON
118.9 353.7
NORFOLK INTL ATIS
127.15
NORFOLK NS ATIS
118.425 342.0
OCEANA NAS ATIS
317.6



NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

TERKS TWO ARRIVAL

(TERKS.TERKS2)

08213

NORFOLK, VIRGINIA

From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

TANGIER ISLAND (TGI) 4 W UTC-5(-4DT) N37°49.51' W75°59.87'

5 B TPA—See Remarks NOTAM FILE DCA

RWY 02-20: H2950X75 (ASPH) S-12.5

RWY 02: Tree. Rgt tfc.

RWY 20: Thld dsplcd 99'. Road.

AIRPORT REMARKS: Attended Apr-Oct Sat-Sun 1300-2130Z±. Arpt CLOSED SS-SR daily. Be alert Restricted Area 1 mile west of arpt, hi-speed acft drop bombs and fire live ammunition in area. PAEW adjacent to all rws, twys and ramps. TPA—605(600) light acft, 1505(1500) heavy acft. Ldg/Parking fee to help pay for rwy rehabilitation. Rotating bcn ops on req (emerg only through arpt manager—CTAF or phone 757-891-2496). Ldg fee.

COMMUNICATIONS: CTAF/UNICOM 122.8

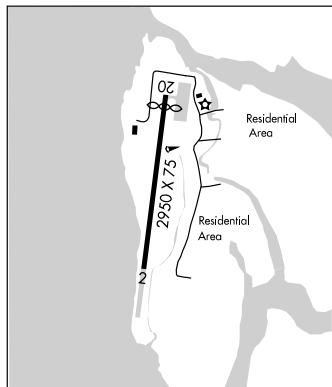
CAPE CHARLES RCO 122.1R 112.2T (LEESBURG RADIO)

Ⓡ PATUXENT APP/DEP CON 121.0 (Mon-Fri 1200-0400Z±, Sat-Sun 1300-2300Z±, clsd holidays)

Ⓡ WASHINGTON CENTER APP/DEP CON 133.9 (Mon-Fri 0400-1200Z±, Sat-Sun 2300-1300Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

CAPE CHARLES (L) VORTAC 112.2 CCV Chan 59 N37°20.85' W75°59.86' 010° 28.6 NM to fld. 10/10W.



WASHINGTON

L-34E, 361

IAP

TAPPAHANNOCK-ESSEX CO (XSA) 5 S UTC-5(-4DT) N37°51.58' W076°53.65'

135 B FUEL 100LL NOTAM FILE DCA

RWY 10-28: H4300X75 (ASPH) S-12.5 MIRL

RWY 10: REIL. PAPI(2PL)—GA 3.0° TCH 40'. Tree.

RWY 28: REIL. PAPI(2PL)—GA 3.0° TCH 40'. Tree.

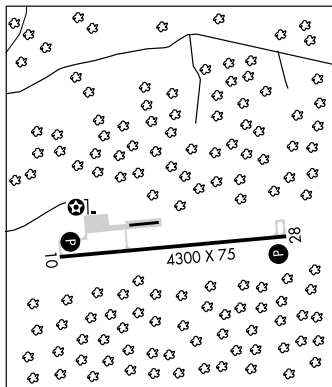
AIRPORT REMARKS: Attended Nov-Feb 1300-2300Z±. Mar-Oct 1400-0000Z±. Deer on and invof arpt. ACTIVATE MIRL Rwy 10-28 and PAPI Rwy 10 and Rwy 28 and rotating bcn—CTAF.

WEATHER DATA SOURCES: AWOS-3 125.775 (804) 445-8724.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ POTOMAC APP/DEP CON 126.4

RADIO AIDS TO NAVIGATION: NOTAM FILE RIC.

RICHMOND (H) VORTAC 114.1 RIC Chan 088 N37°30.14' W077°19.22' 052° 29.5 NM to fld. 159/9W.



WASHINGTON

L-34E, 361

IAP

TAZEWELL CO (See RICHLANDS)**TECH** N37°12.52' W80°24.21' NOTAM FILE BCB.

NDB (MHW) 368 TEC at Virginia Tech/Montgomery Executive.

CINCINNATI

L-26J

TURNER FLD (See QUANTICO MCAF)**TWIN CO** (See GALAX/HILLSVILLE)**VINTON** N37°12.24' W79°52.90' NOTAM FILE ROA.

NDB (MHW) 277 VIT 334° 8.6 NM to Roanoke Rgnl/Woodrum Field.

NDB unusable beyond 11 NM.

CINCINNATI

L-26J

VIRGINIA HIGHLANDS (See ABINGDON)**VIRGINIA TECH/MONTGOMERY EXECUTIVE** (See BLACKSBURG)

APP CRS 011°	Rwy Idg TDZE Apt Elev	N/A N/A 5
------------------------	-----------------------------	--------------------------------------

RNAV (GPS)-B

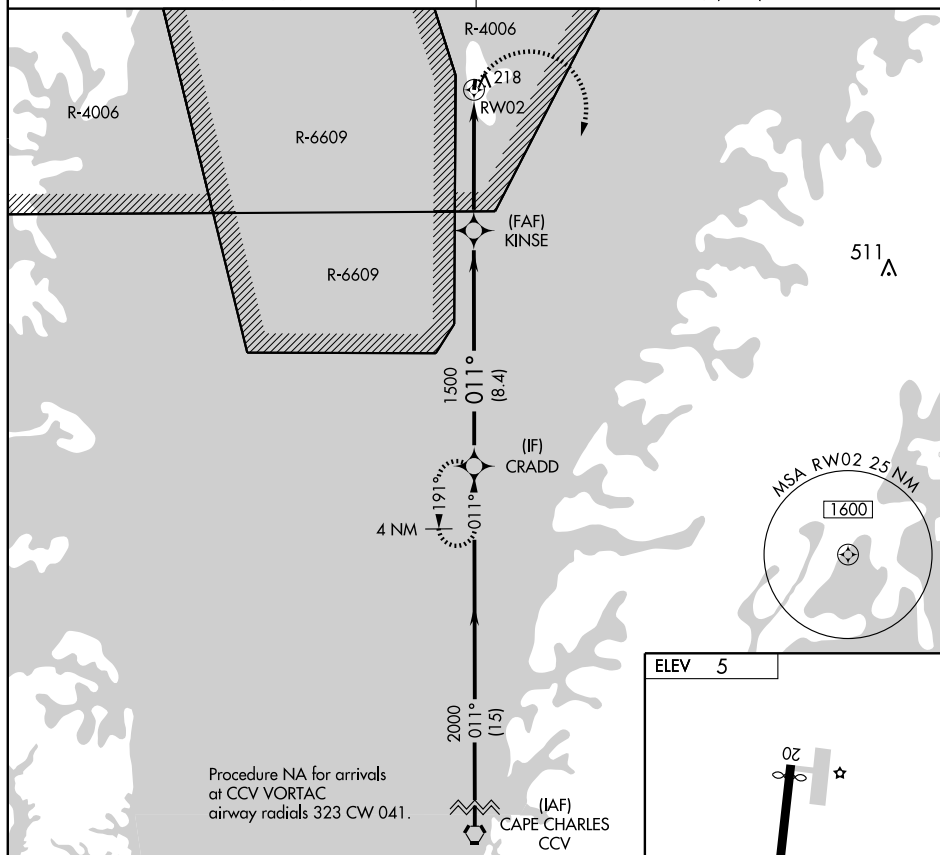
TANGIER ISLAND (TGI)

V DME/DME RNP-0.3 NA. Procedure NA at night. Use Patuxent River NAS altimeter setting. Specific clearance from Patuxent App Con required before proceeding Northbound from CRADD. Approach is within R-6609 and underlies R-4006.

MISSED APPROACH:
Climbing right turn to 2000 direct CRADD and hold.

PATUXENT APP CON*
121.0 250.3

UNICOM
122.8 (CTAF)



ELEV **5**

CRADD

2000

Procedure Turn NA

011°

KINSE

1500

2000

CRADD



8.4 NM

5.1 NM

CATEGORY	A	B	C	D
CIRCLING	660-1	655 (700-1)	NA	

VORTAC CCV	APP CRS	Rwy Idg	N/A
112.2	010°	TDZE	N/A
Chan 59		Apt Elev	5

VOR/DME-A

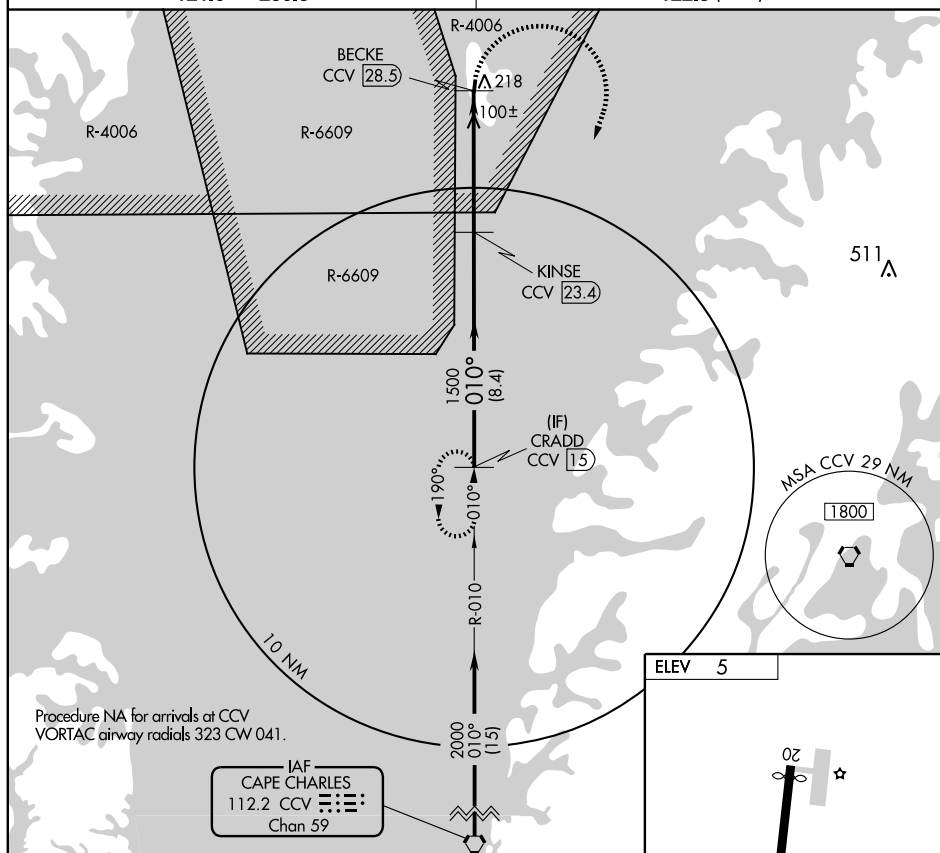
TANGIER ISLAND (TGI)

T Procedure NA at night. Use Patuxent River NAS altimeter setting.
NA Specific clearance from Patuxent App Con required before proceeding Northbound from CRADD. Approach is within R-6609 and underlies R-4006.

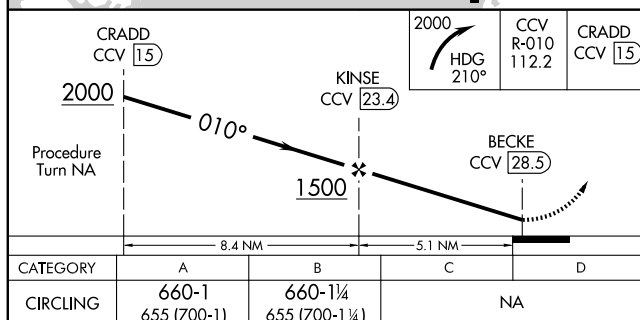
MISSED APPROACH: Climbing right turn to 2000 via heading 210° and CCV VORTAC R-010 to CRADD/CCV 15 DME and hold.

PATUXENT APP CON ★
121.0 250.3

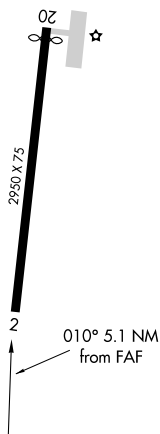
UNICOM
122.8 (CTAF)



ELEV 5



2000	CCV R-010 112.2	CRADD CCV 15
HDG 210°		



TANGIER ISLAND (TGI) 4 W UTC-5(-4DT) N37°49.51' W75°59.87'

5 B TPA—See Remarks NOTAM FILE DCA

RWY 02-20: H2950X75 (ASPH) S-12.5

RWY 02: Tree. Rgt tfc.

RWY 20: Thld dsplcd 99'. Road.

AIRPORT REMARKS: Attended Apr-Oct Sat-Sun 1300-2130Z±. Arpt CLOSED SS-SR daily. Be alert Restricted Area 1 mile west of arpt, hi-speed acft drop bombs and fire live ammunition in area. PAEW adjacent to all rws, twys and ramps. TPA—605(600) light acft, 1505(1500) heavy acft. Ldg/Parking fee to help pay for rwy rehabilitation. Rotating bcn ops on req (emerg only through arpt manager—CTAF or phone 757-891-2496). Ldg fee.

COMMUNICATIONS: CTAF/UNICOM 122.8

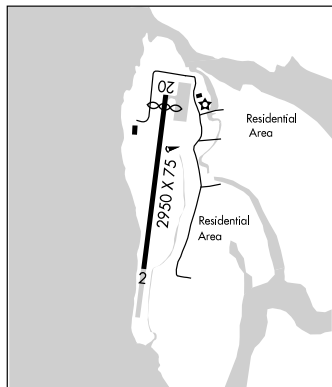
CAPE CHARLES RCO 122.1R 112.2T (LEESBURG RADIO)

Ⓡ PATUXENT APP/DEP CON 121.0 (Mon-Fri 1200-0400Z±, Sat-Sun 1300-2300Z±, clsd holidays)

Ⓡ WASHINGTON CENTER APP/DEP CON 133.9 (Mon-Fri 0400-1200Z±, Sat-Sun 2300-1300Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

CAPE CHARLES (L) VORTAC 112.2 CCV Chan 59 N37°20.85' W75°59.86' 010° 28.6 NM to fld. 10/10W.

**TAPPAHANNOCK-ESSEX CO** (XSA) 5 S UTC-5(-4DT) N37°51.58' W076°53.65'

135 B FUEL 100LL NOTAM FILE DCA

RWY 10-28: H4300X75 (ASPH) S-12.5 MIRL

RWY 10: REIL. PAPI(2PL)—GA 3.0° TCH 40'. Tree.

RWY 28: REIL. PAPI(2PL)—GA 3.0° TCH 40'. Tree.

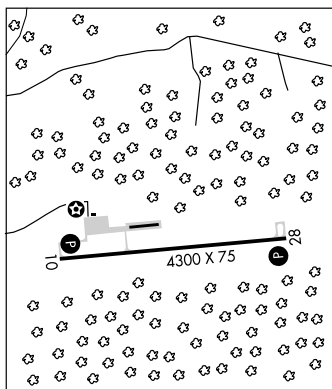
AIRPORT REMARKS: Attended Nov-Feb 1300-2300Z±. Mar-Oct 1400-0000Z±. Deer on and invof arpt. ACTIVATE MIRL Rwy 10-28 and PAPI Rwy 10 and Rwy 28 and rotating bcn—CTAF.

WEATHER DATA SOURCES: AWOS-3 125.775 (804) 445-8724.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ POTOMAC APP/DEP CON 126.4

RADIO AIDS TO NAVIGATION: NOTAM FILE RIC.

RICHMOND (H) VORTAC 114.1 RIC Chan 088 N37°30.14' W077°19.22' 052° 29.5 NM to fld. 159/9W.

**TAZEWELL CO** (See RICHLANDS)**TECH** N37°12.52' W80°24.21' NOTAM FILE BCB.

NDB (MHW) 368 TEC at Virginia Tech/Montgomery Executive.

CINCINNATI

L-26J

TURNER FLD (See QUANTICO MCAF)**TWIN CO** (See GALAX/HILLSVILLE)**VINTON** N37°12.24' W79°52.90' NOTAM FILE ROA.

NDB (MHW) 277 VIT 334° 8.6 NM to Roanoke Rgnl/Woodrum Field.

NDB unusable beyond 11 NM.

CINCINNATI

L-26J

VIRGINIA HIGHLANDS (See ABINGDON)**VIRGINIA TECH/MONTGOMERY EXECUTIVE** (See BLACKSBURG)

APP CRS	Rwy Idg	4300
097°	TDZE	135
	Apt Elev	135

RNAV (GPS) RWY 10

TAPPAHANNOCK-ESSEX COUNTY (XSA)



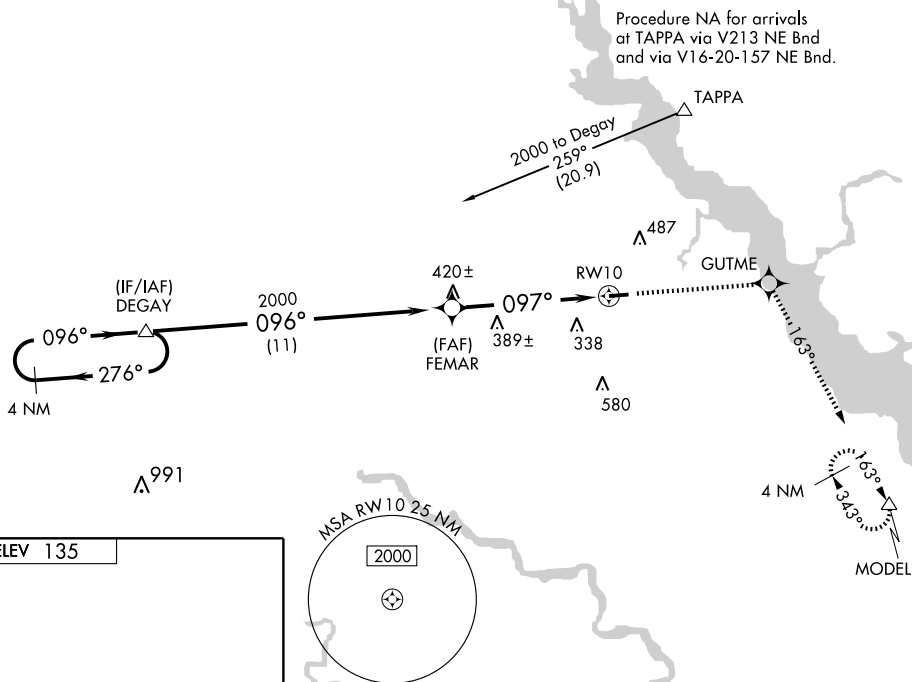
When local altimeter setting not received, use West Point altimeter setting and increase all MDA 80 feet. Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct GUTME and via 163° track to MODEL and hold.

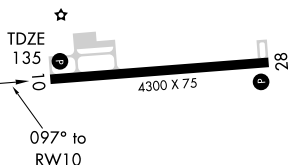
AWOS-3
125.775

POTOMAC APP CON
126.4 282.375

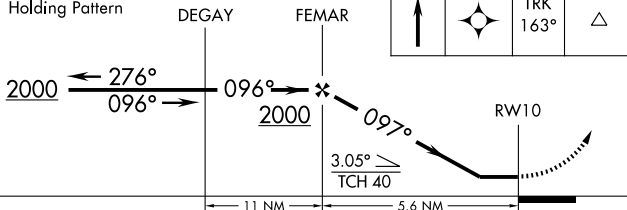
UNICOM
122.8 (CTAF) 0



ELEV 135



4 NM
Holding Pattern



CATEGORY	A	B	C	D
LNNAV MDA	640-1	505 (600-1)	NA	
CIRCLING	640-1	505 (600-1)	640-1½ 505 (600-1½)	NA

REIL Rwy 10 and 28
MIRL Rwy 10-28 0

WAAS CH 99409 W28A	APP CRS 277°	Rwy Idg 4300 TDZE 129 Apt Elev 135
--	------------------------	---

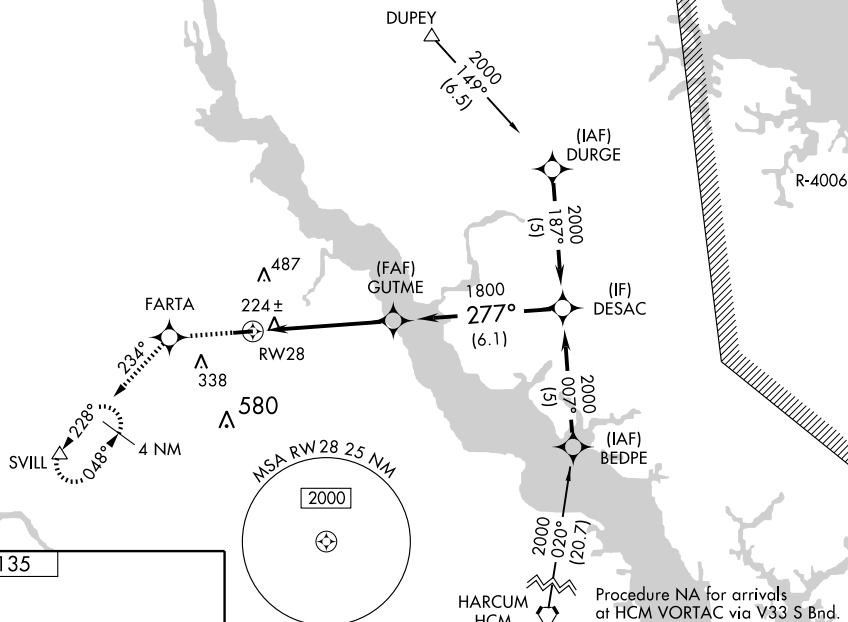
RNAV (GPS) RWY 28
TAPPAHANNOCK-ESSEX COUNTY (XSA)

baro-VNAV and vD-FRNA when using West Point altimeter setting. When LDA altimeter setting not received, use West Point altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibilities $\frac{1}{4}$ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

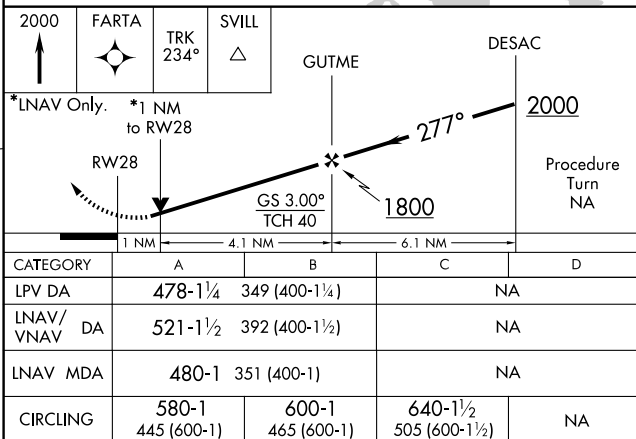
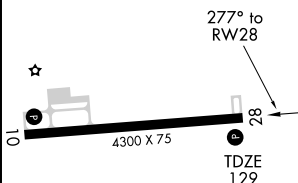
AWOS-3
125.775

POTOMAC APP CON
126.4 282.375

UNICOM
122.8 (CTAF) **L**



ELEV 135



REIL Rwy 10 and 28
MIRL Rwy 10-28 **L**

TAPPAHANNOCK, VIRGINIA
Amdt 1 08269

TAPPAHANNOCK-ESSEX COUNTY (XSA) RNAV (GPS) RWY 28

37°52'N - 76°54'W

NE-3, 23 SEP 2010 to 21 OCT 2010

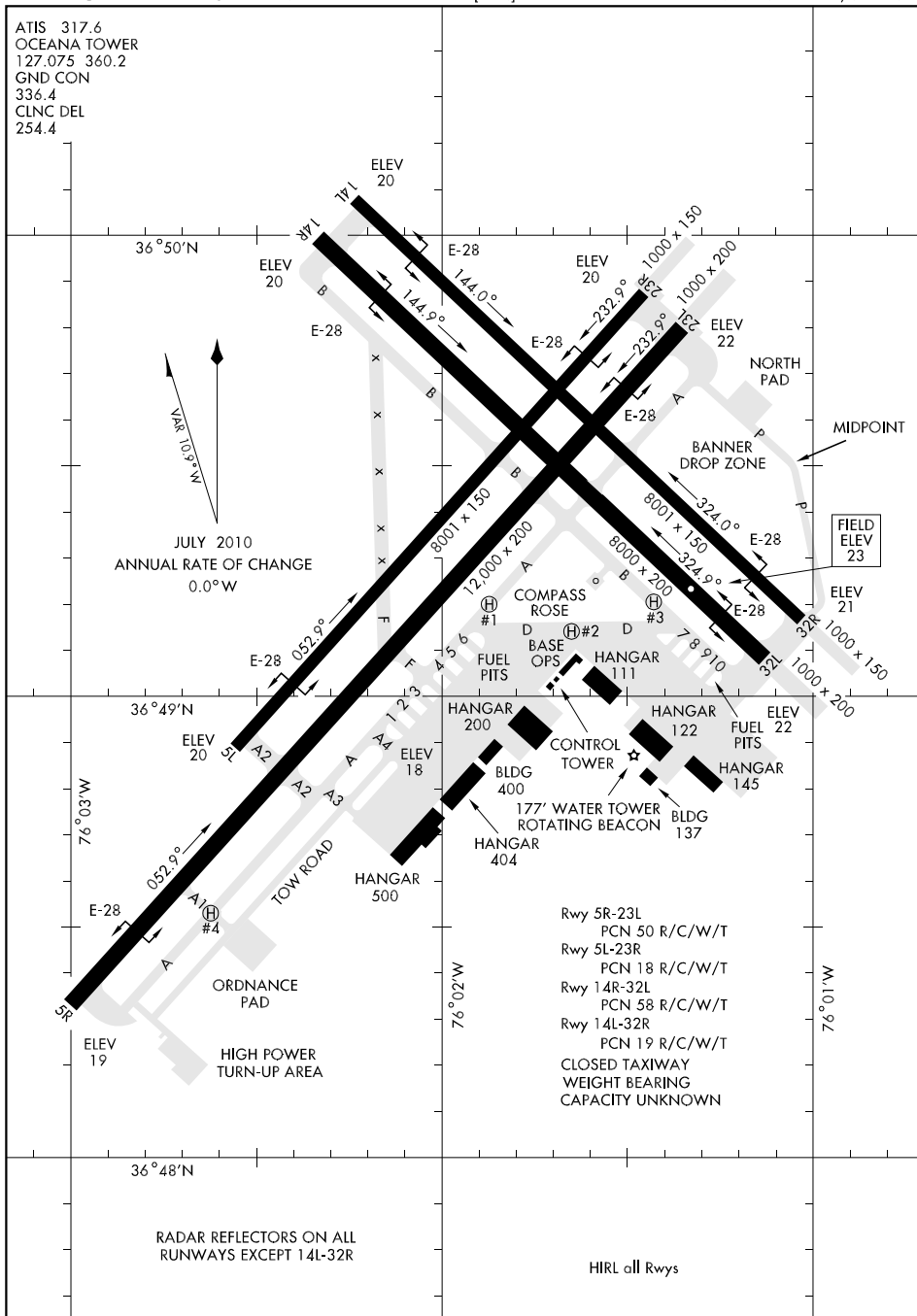
NE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AFD-934 [USN]

VIRGINIA BEACH, VIRGINIA

ATIS 317.6
OCEANA TOWER
127.075 360.2
GND CON
336.4
CLNC DEL
254.4



NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3. 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

VIRGINIA BEACH, VIRGINIA

OCEANA NAS (APOLLO SOURCEK FIELD) (KNTU)

OCEANA NAS (APOLLO SOUCEK FLD) (NTU)(KNTU) N 3 SW UTC-5(-4DT)

WASHINGTON

N36°49.36' W76°01.91'

H-101, 121, L-35D

23 B NOTAM FILE DCA Not insp.

DIAP, AD

RWY 05R-23L: H12000X200 (PEM) PCN 50 R/C/W/T HIRL CL

RWY 05R: ALSF1. OLS. **RWY 23L:** ALSF1. OLS.

RWY 05L-23R: H8001X150 (CONC) PCN 18 R/C/W/T HIRL

RWY 05L: OLS. **RWY 23R:** OLS.

RWY 14L-32R: H8001X150 (CONC) PCN 19 R/C/W/T HIRL

RWY 14L: OLS. **RWY 32R:** OLS.

RWY 14R-32L: H8000X200 (PEM) PCN 58 R/C/W/T HIRL CL

RWY 14R: OLS. **RWY 32L:** ALSF1. OLS.

ARRESTING GEAR/SYSTEMS

RWY 05R: HOOK E28(B) (1416') HOOK E28(B) (1438') **RWY 23L**

RWY 05L: HOOK E28(B) (1476') HOOK E28(B) (1500') **RWY 23R**

RWY 14L: HOOK E28(B) (1446') HOOK E28(B) (1500') **RWY 32L**

RWY 14R: HOOK E28(B) (1420') HOOK E28(B) (1442') **RWY 32L**

MILITARY SERVICE: A-GEAR Arresting gear normally rigged all rwys. exc inboard rwy shortfield arresting gear. **JASU**

(NC-10C) (NC-108) (NCP-105 Ctc Air Ops Duty Officer to ensure available.) **FUEL** Limited fuel svc avbl

0300-1300Z+ due to personnel restriction. Tran hot pit avbl Mon-Fri 1300-0300Z+, PPR, unavbl

weekends/holidays. J5.

FLUID SP LHOX LOX OIL O-156 TRAN ALERT Tran line Mon-Fri 1230-0330Z+, Sat-Sun and holidays

1300-2300Z+. Limited parking/storage facilities. During peak periods extensive delay in tran servicing.

JOSAC/NALO have priority. No LAV svc or potable water avbl.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. **RSTD** PPR all non-Oceania based acft DSN

433-2162/2163, C757-433-2162/2163. Straight-in apch to final ldg only 0300-1200Z+, Sun 0300-1800Z+.

Vice final ldg only 0400-1200Z+, Sun 0400-1800Z+. Sun all fixed wing and helicopter flight abv 1000' arr/dep

NTU must file IFR flight plan. VFR/special VFR helicopter route mandatory for all helicopter flights at or blo

1000'. **CAUTION** During VMC all dep and practice instrument apch fly rwy heading and do not exceed 1000' until

past dep end due extensive overhead traffic. **TFC PAT** Simultaneous ldg/dep are conducted on parallel rwy located

700' apart. Extensive jet training Oceana NAS/Fentress NALF. Reduced rwy separation standard in effect

USN/USMC acft. During peak periods expect one app to full stop ldg.

NS ABTMT Strict compliance rqr with program outlined in FLIP AP/1 Supplementary Arpt Remark.

CSTMS/AG/IMG Avbl Oceana NAS based tactical acft only. Require 48 hr prior notice to Base Ops. Aircrew rqr to

remain in acft until released by Customs.

COMMUNICATIONS: SFA ATIS 317.6

Ⓡ **APP/DEP CON** 119.6 288.3 (NORTH NTU R-360°-150°) 123.9 266.8 (SOUTH NTU R-151°-359°) 323.05

TOWER 127.075 360.2 **GND CON** 336.4 **CLNC DEL** 254.4

PMSV METRO 387.4 **BASE OPS** 284.9 **ATCOM** 6723

RADIO AIDS TO NAVIGATION: NOTAM FILE NTU.

(L) **TACAN** Chan 113 NTU (116.6) N36°49.45' W76°02.22' at fld. 76/10W.

TACAN unusable:

000°-059° byd 30 NM blo 3,000'

210°-239° byd 20 NM blo 4,000'

090°-109° byd 30 NM blo 1,500'

240°-290° blo 6,000'

110°-199° byd 30 NM blo 2,000'

291°-339° byd 15 NM blo 5,000'

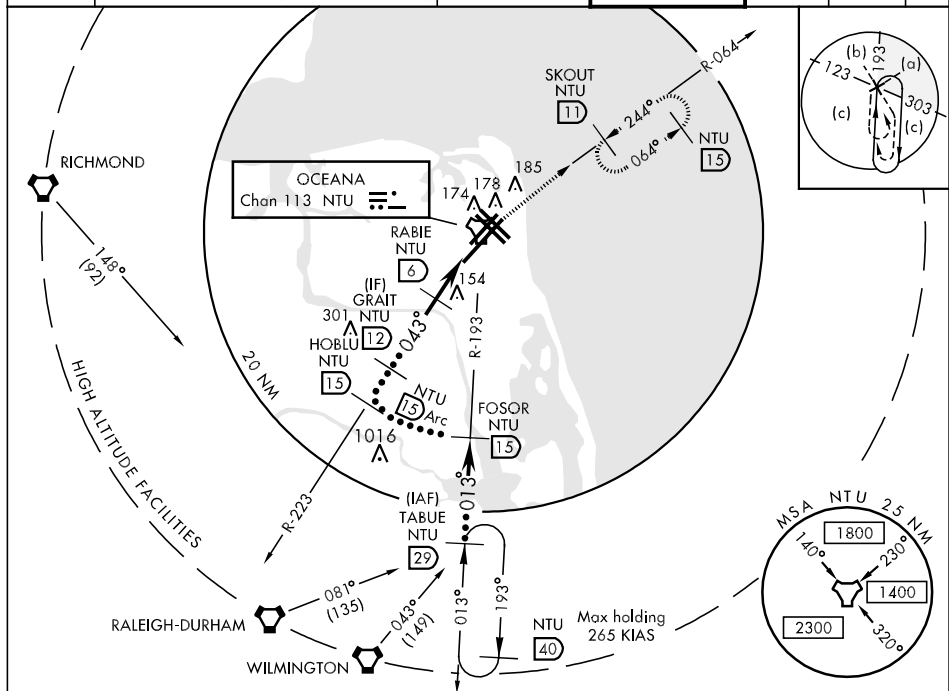
200°-209° byd 20 NM blo 2,000'

340°-359° byd 20 NM blo 3,000'

ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

ATIS 317.6	OCEANA APP CON 119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	NORFOLK APP CON 126.05 372.1	OCEANA TOWER 127.075 360.2	GND CON 336.4	CLNC DEL 254.4	ASR/ PAR
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EMERG SAFE ALT 100 NM 2600

CATEGORY	C	D	E
S-5L	420-1 399 (400-1)	420-1½ 399 (400-1½)	420-1½ 399 (400-1½)
CIRCLING	480-1½ 457 (500-1½)	580-2 557 (600-2)	620-2 597 (600-2)

36°49'N-76°02'W

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

Amdt 1 10210

HI-TACAN RWY 5L

TACAN NTU Chan 113	APCH CRS 043°	Rwy Idg TDZE Arpt Elev	12,000 20 23
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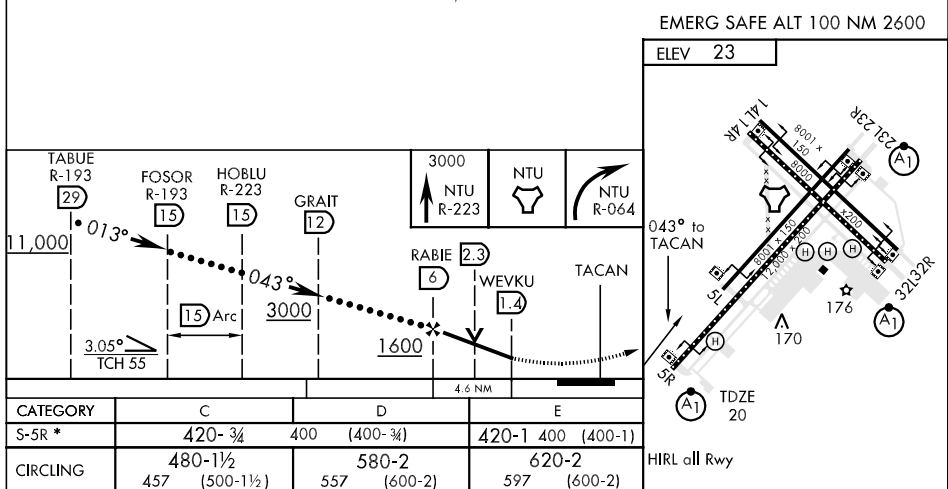
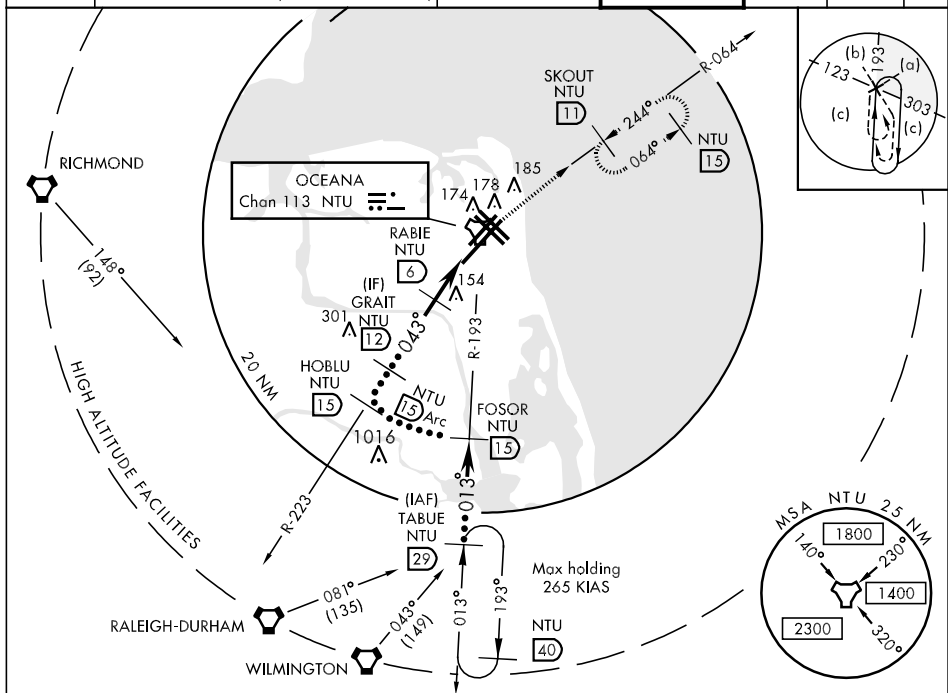
JAL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

▼ * When ALS inop, increase vis CAT C to 1 mile, CAT D to 1½ miles, CAT E to 1½ miles.



MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

ATIS 317.6	OCEANA APP CON 119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	NORFOLK APP CON 126.05 372.1	OCEANA TOWER 127.075 360.2	GND CON 336.4	CLNC DEL 254.4	ASR/ PAR
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TACAN Chan 113	APCH CRS 244°	Rwy ldg 23L 12,000 23R 8001 TDZE 23L 22 23R 21 Arpt Elev 23
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JAL-934 [USN]

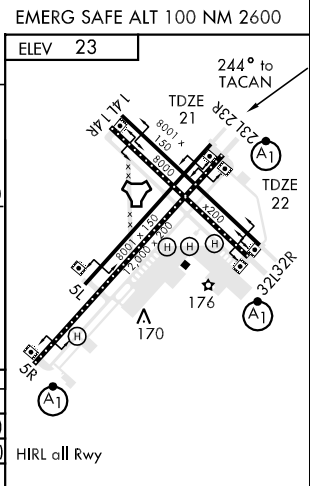
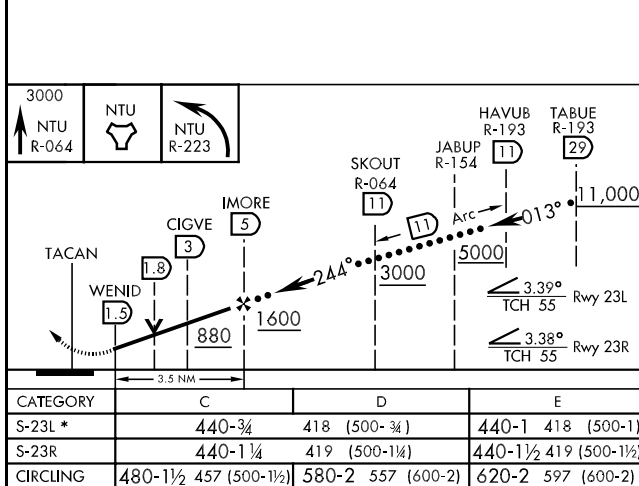
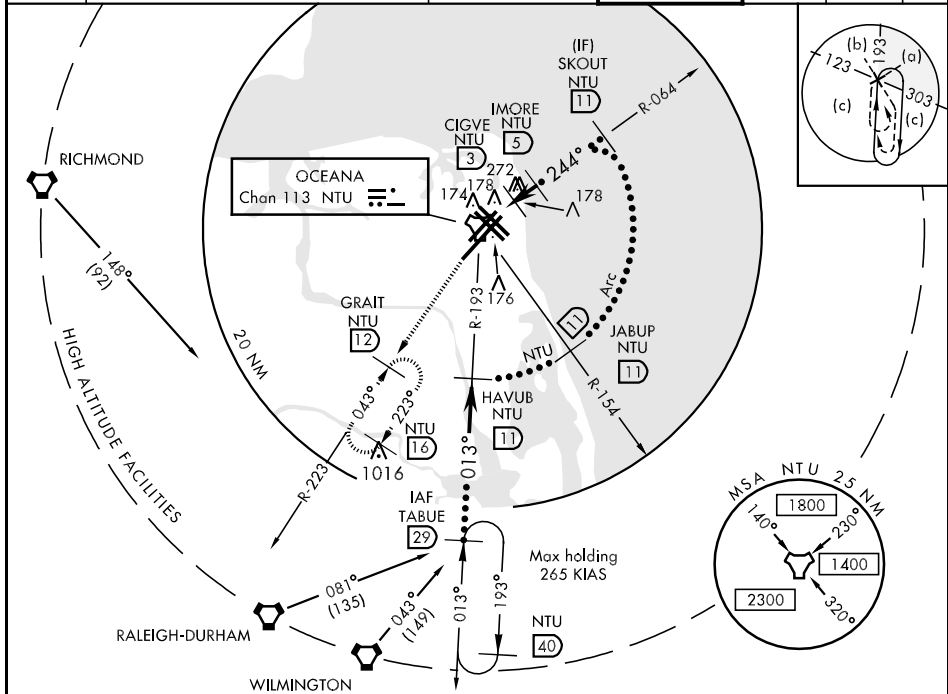
OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

▽ * When ALS inop, increase vis CAT CD to 1¼ miles,
CAT E to 1½ miles.

ALSF-1
(A1)

MISSED APPROACH: Climb to 3000 via R-064 to NTU
TACAN then via R-223 to GRAIT and hold.

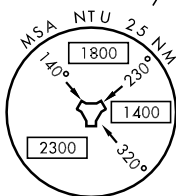
ATIS 317.6	OCEANA APP CON 119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	NORFOLK APP CON 126.05 372.1	OCEANA TOWER 127.075 360.2	GND CON 336.4	CLNC DEL 254.4	ASR/ PAR
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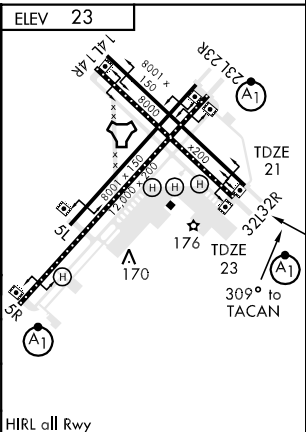
OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

MISSED APPROACH: Climbing left turn to 3000, intercept NTU R-223 to GRAIT and hold.

ASR/ PAR	
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EMERG SAFE ALT 100 NM 2600

HIRL all Rwy

Amdt 1 10210

HI-TACAN RWY 32L/R

OCEANA-TWO DEPARTURE (NTU2•NTU)

VIRGINIA BEACH, VIRGINIA

ATIS 317.6
CLNC DEL
254.4
GND CON
336.4
OCEANA TOWER
127.075 360.2

OCEANA DEP CON
123.9 266.8

SHL-934 [USN]

HOPEWELL
112.0 HPW
Chan 57
N37°19.73'
W77°06.96'

L-36, H-10

HARCUM
108.8 HCM
Chan 25
N37°26.92'
W76°42.68'

L-36, H-10

WAKS
N37°03.03'
W77°04.13'

L-36

FRANKLIN
110.6 FKN
Chan 43
N36°42.85'
W77°00.74'

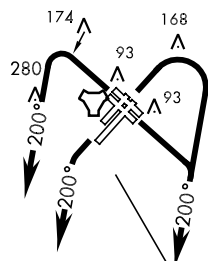
L-35-36, H-10

SUNNS
N36°26.41'
W76°30.47'

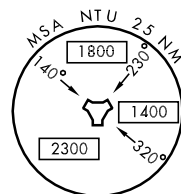
L-36

EDDYS
N36°26.42'
W76°27.01'

H-9



OCEANA
Chan 113 NTU
N36°49.45' W76°02.22'



RADAR REQUIRED

Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L/R: Climb via heading 052°, leaving 600, turn right heading 200°. Thence...

TAKE-OFF RWY 14L/R: Climb via heading 144°, leaving 600, turn right heading 200°. Thence...

TAKE-OFF RWY 23L/R: Climb via heading 232°, leaving 1000, turn left heading 200°. Thence...

TAKE-OFF RWY 32L/R: Climb via heading 324°, leaving 500, turn left heading 200°. Thence...

...Maintain 4000 or assigned lower altitude.

EDDYS TRANSITION (NTU1.EDDYS): Via radar vectors to EDDYS.

FRANKLIN TRANSITION (NTU1.FKN): Via radar vectors to FKN VORTAC.

HARCUM TRANSITION (NTU1.HCM): Via radar vectors to HCM VORTAC.

HOPEWELL TRANSITION (NTU1.HPW): Via radar vectors to HPW VORTAC.

(Note: At or below 17,000 only).

SUNNS TRANSITION (NTU1.SUNNS): Via radar vectors to SUNNS.

(Note: At or below 17,000 only).

WAKS TRANSITION (NTU1.WAKS): Via radar vectors to WAKS.

OCEANA-TWO DEPARTURE (NTU2•NTU)

VIRGINIA BEACH, VIRGINIA

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

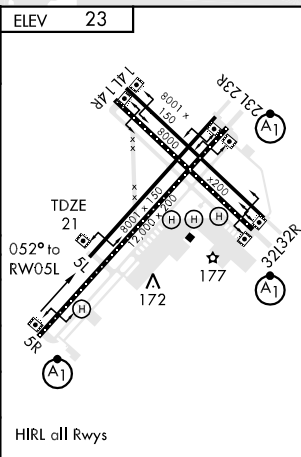
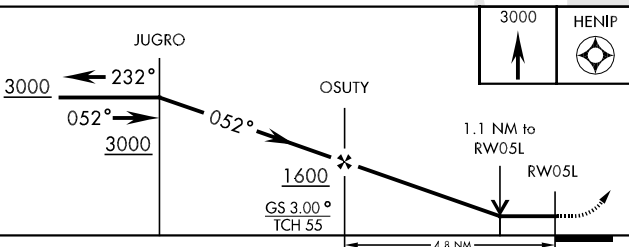
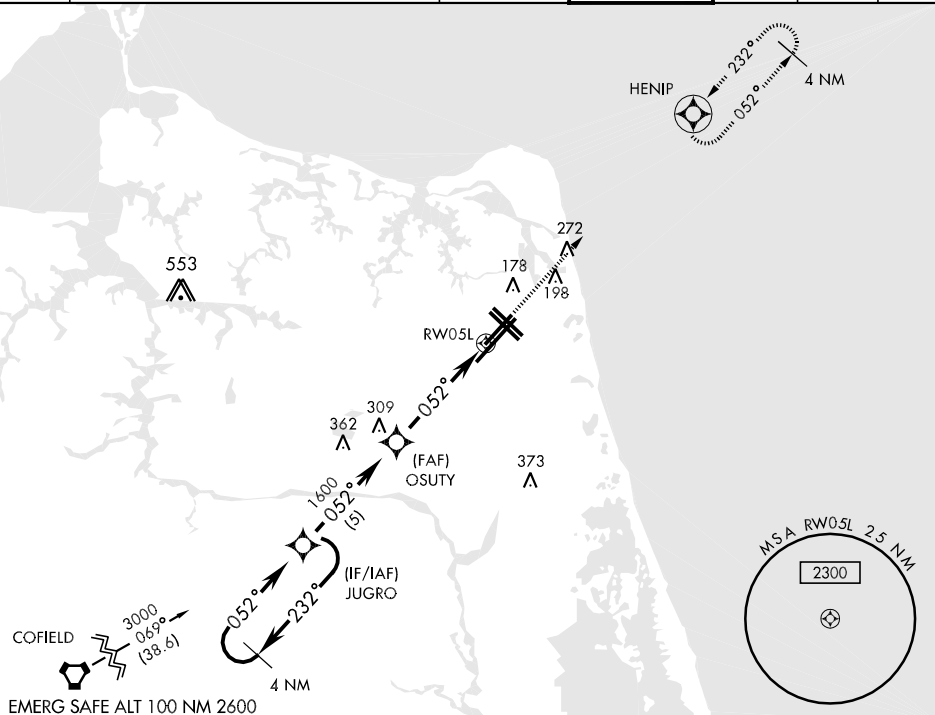
WAAS Chan 63997 W05A	APCH CRS 052°	Rwy Idg TDZE Arpt Elev 8001 21 23
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AL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -15°C (5°F) or above 42°C (107°F)
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HENIP and hold.

ATIS 317.6	OCEANA APP CON 119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	NORFOLK APP CON 126.05 372.1	OCEANA TOWER 127.075 360.2	GND CON 336.4	CLNC DEL 254.4	ASR/ PAR
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CATEGORY	A	B	C	D
LPV DA	221-1		200	(200-1)
LNAV/VNAV DA	334-1		313	(400-1)
LNAV MDA	440-1	419 (500-1)	440-1 1/4	419 (500-1 1/4)
CIRCLING	480-1	457 (500-1)	480-1 1/2	580-2
			457 (500-1 1/2)	557 (600-2)

NE-3, 23 SEP 2010 to 21 OCT 2010

VIRGINIA BEACH, VIRGINIA

WAAS
Chan **69870**
W05B

APCH CRS
052°

Rwy Idg **12,000**
TDZE **20**
Arpt Elev **23**

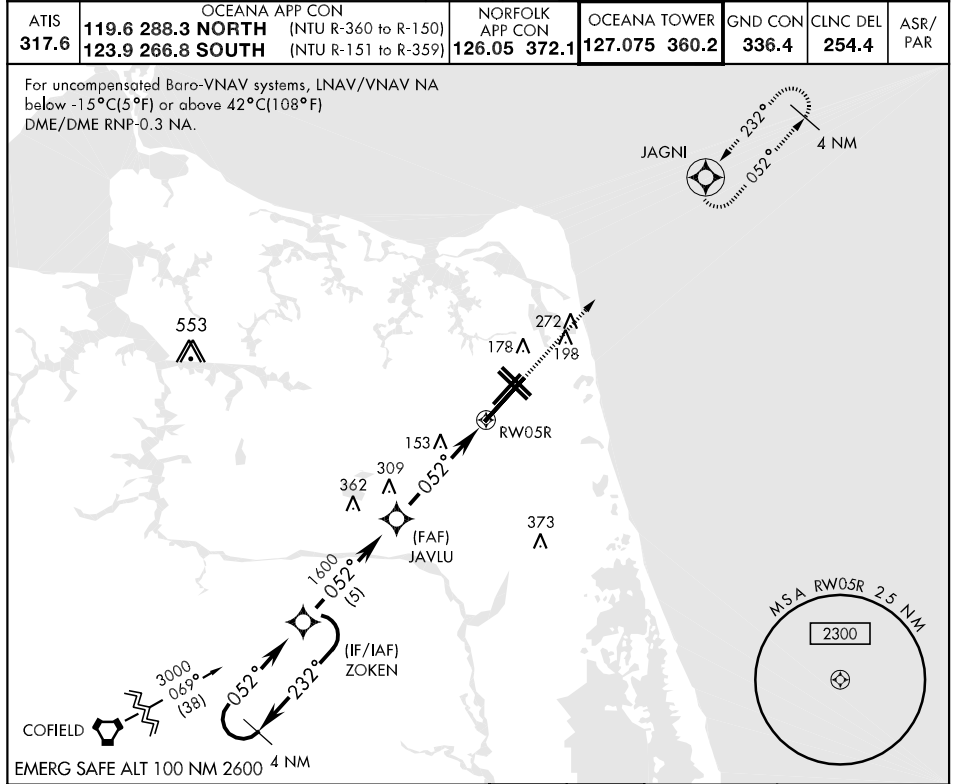
AL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

▼

★ When ALS inop, increase vis CAT ABCD to 1 mile.
★★ When ALS inop, increase vis CAT ABCD to 1 mile, CAT D to 1¼ miles.

ALS-F-1

MISSED APPROACH: Climb to 3000 direct JAGNI and hold.



ZOKEN

3000

232°

052°

3000

JAVLU

1600

GS 3.00°

TCH 55

4.8 NM

1.1 NM to RW05R

RW05R

3000

JAGNI

ELEV 23

CATEGORY	A	B	C	D
LPV DA *	220-½	200 (200-½)	220-¾	200 (200-¾)
LNAV/ * VNAV DA	303-½	283 (300-½)	303-¾	283 (300-¾)
LNAV MDA **	420-½	400 (400-½)	420-¾	400 (400-¾)
CIRCLING	480-1	457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)

3232R

TDZE 20

052° to RW05R

HIRL all Rwy

NE-3, 23 SEP 2010 to 21 OCT 2010

WAAS Chan **67300**
W23A

APCH CRS **232°**

Rwy Idg **12,000**
TDZE **22**
Arpt Elev **23**

AL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

▼ ** When ALS inop, increase vis CAT ABCD to 1 mile.
*** When ALS inop, increase vis CAT AB to 1 mile,
CAT CD to 1½ miles.

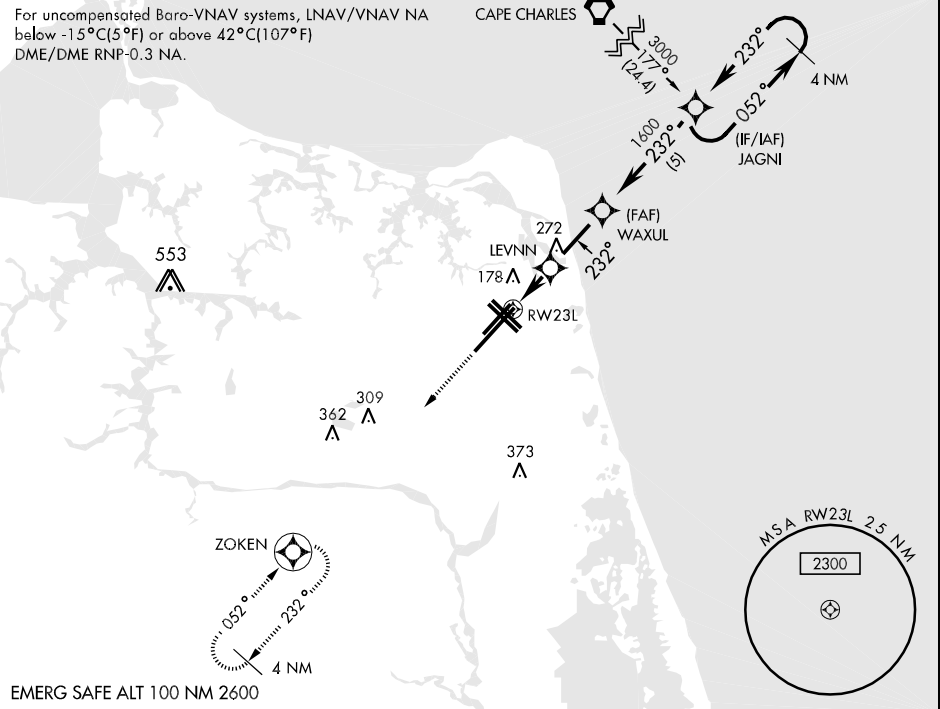
ALSF-1
(A1)

MISSED APPROACH: Climb to 3000 direct ZOKEN and hold.

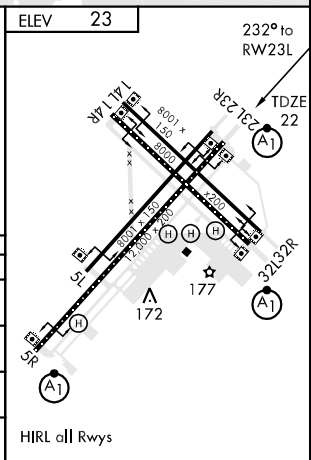
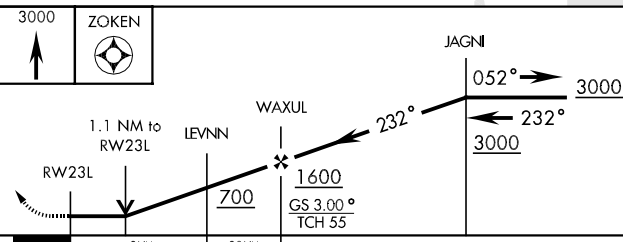
ATIS 317.6	OCEANA APP CON 119.6 288.3 NORTH (INTU R-360 to R-150) 123.9 266.8 SOUTH (INTU R-151 to R-359)	NORFOLK APP CON 126.05 372.1	OCEANA TOWER 127.075 360.2	GND CON 336.4	CLNC DEL 254.4	ASR/PAR
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 42°C(107°F)
DME/DME RNP-0.3 NA.

CAPE CHARLES



EMERG SAFE ALT 100 NM 2600



CATEGORY	A	B	C	D
LPV DA *	222-½ 200 (200-½)	222-¾ 200 (200-¾)		
LNAV/ * VNAV DA	316-½ 294 (300-¾)	316-¾ 294 (300-¾)		
LNAV MDA **	440-½ 418 (500-½)	440-¾ 418 (500-¾)		
CIRCLING	480-1 457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)	

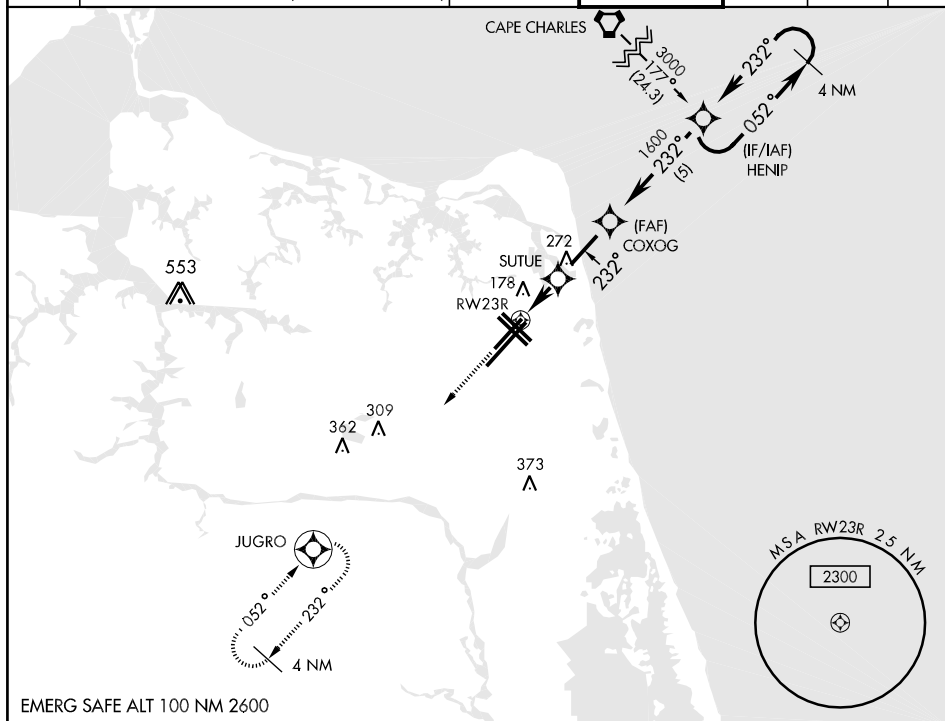
WAAS Chan 71079 W23B	APCH CRS 232°	Rwy Idg TDZE Arpt Elev 8001 21 23
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AL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

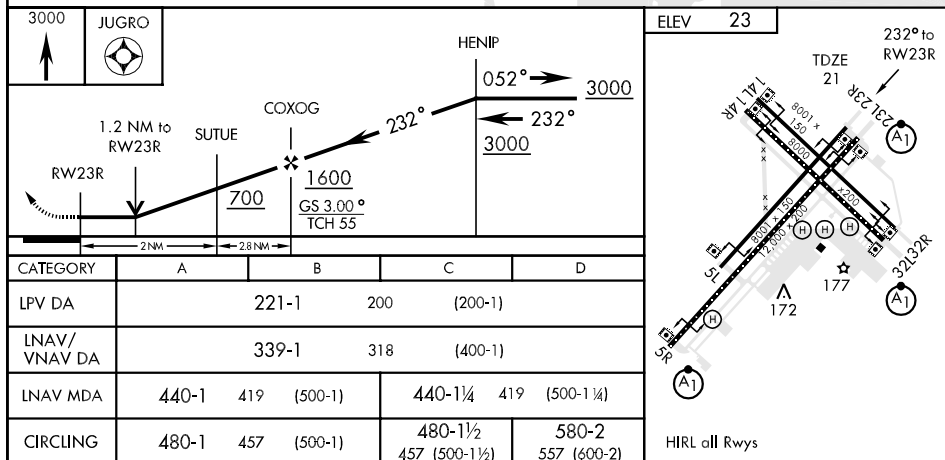
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -15°C(5°F) or above 42°C(107°F)
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct JUGRO and hold.

ATIS 317.6	OCEANA APP CON 119.6 288.3 NORTH 123.9 266.8 SOUTH	(NTU R-360 to R-150) (NTU R-151 to R-359)	NORFOLK APP CON 126.05 372.1	OCEANA TOWER 127.075 360.2	GND CON 336.4	CLNC DEL 254.4	ASR/ PAR
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EMERG SAFE ALT 100 NM 2600



SHL-934 [USN]



DEPARTURE ROUTE DISCRPTION

TAKE-OFF RWY 5L/R: Climb via heading 052°. Thence . . .

TAKE-OFF RWY 14L/R: Climb via heading 144°, leaving 600 turn left to heading 050°. Thence . . .

TAKE-OFF RWY 23L/R: Climb via heading 232°, leaving 1000 turn left to heading 090°. Thence . . .

TAKE-OFF RWY 32L/R: Climb via heading 324°, to assigned altitude, turn right heading 060° within NTU 2 DME. Thence . . .

Via radar vectors to assigned transition. Maintain 7000 (props), 10,000 (jets). Thence . . .

ANJIL TRANSITION (NTU013): Via ORF-095 to OUTES then via heading 128° to ANJIL.

ATLIC TRANSITION (SOUC9.ATLIC): Via ORF-095 to ATLIC.

BAAYY TRANSITION (NTU011): Via ORF-095 to CUPSI then via heading 141° to BAAYY.

CAPE CHARLES TRANSITION (SOUC9.CCV): Via radar vectors to CCV VORTAC.

JAYSI TRANSITION (NTU012): Via ORF-095 to HIRDU then via heading 040° to JAYSI.

KNOTS TRANSITION (NTU002): Via ORF-095 to NAGGI then via heading 157° to KNOTS.

SALISBURY TRANSITION (SOUC9.SBY): Via radar vectors to SCHOL, then via SBY R-200 to SBY VORTAC.

SCHOL TRANSITION (SOUC9.SCHOL): Via radar vectors to SCHOL.

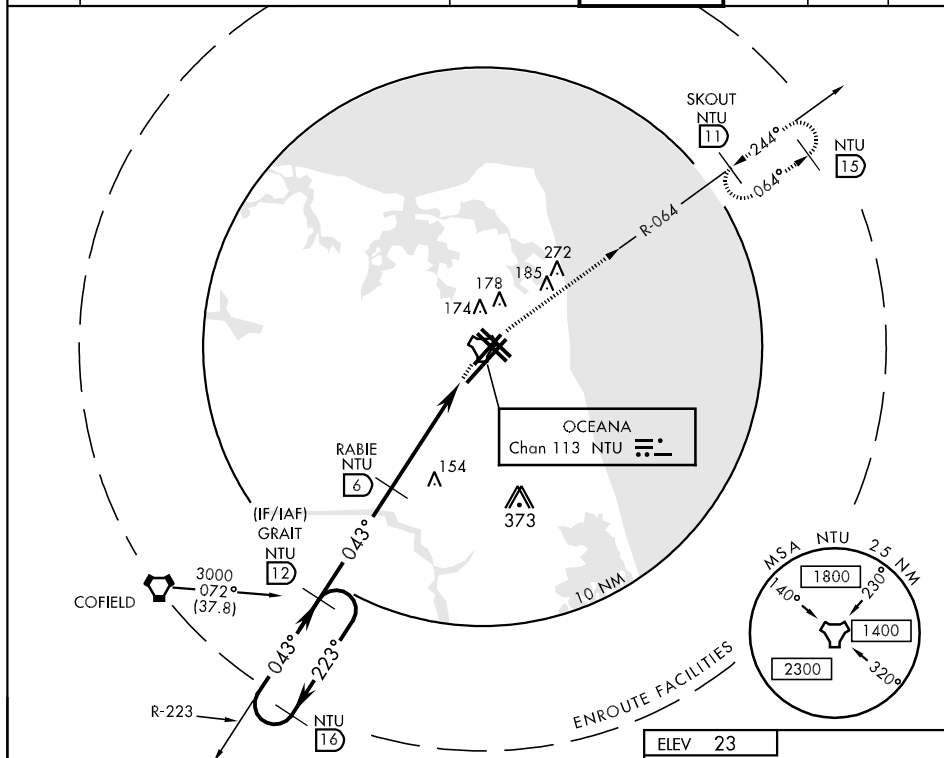
SNOW HILL TRANSITION (SOUC9.SWL): Via radar vectors to SCHOL, then via SBY R-200 to JARON, then via SWL R-219 to SWL VORTAC.

TACAN NTU	APCH CRS	Rwy Idg	8001
Chan 113	043°	TDZE	21
		Arpt Elev	23

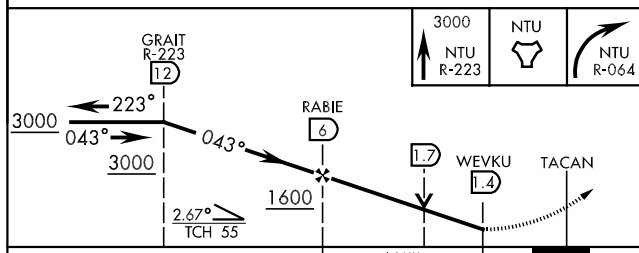
AL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

ATIS	OCEANA APP CON	NORFOLK APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	126.05 372.1	127.075 360.2	336.4	254.4	



EMERG SAFE ALT 100 NM 2600



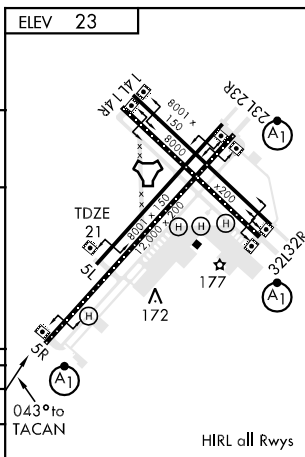
CATEGORY	A	B	C	D
S-5L	420-1	399	(400-1)	420-1¼ 399 (400-1¼)
CIRCLING	480-1	457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)

VIRGINIA BEACH, VIRGINIA

36°49'N-76°02'W

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

Amdt 1 10210



TACAN NTU Chan 113	APCH CRS 043°	Rwy Idg 12,000 TDZE 20 Arpt Elev 23
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AL-934 [USN]

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

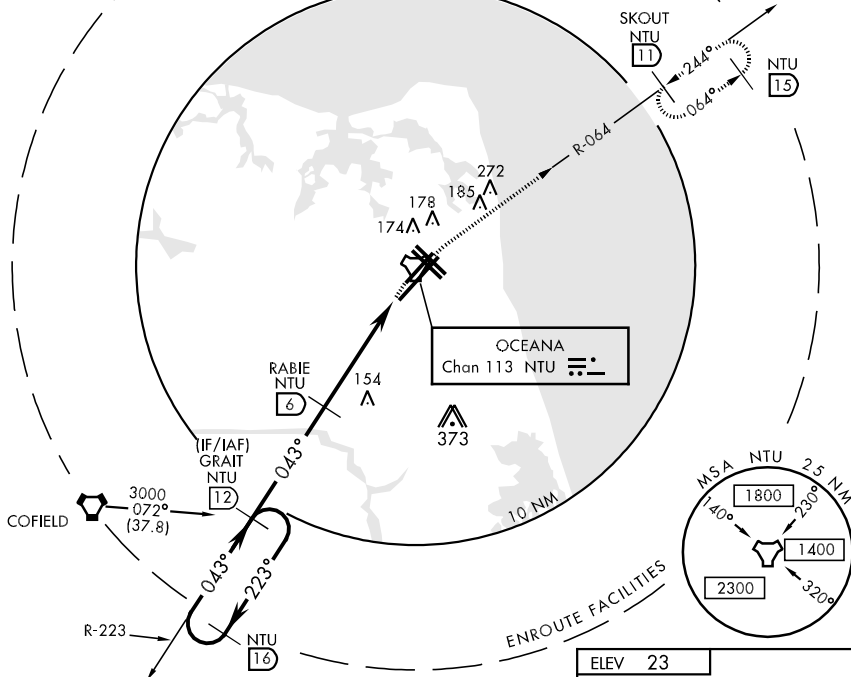
▼ * When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1½ miles.

ALSF-1

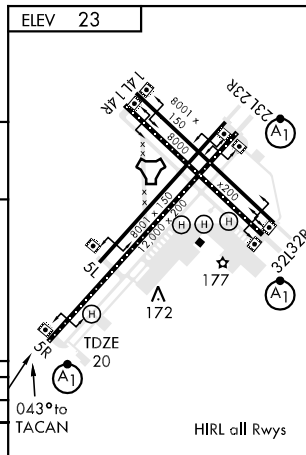
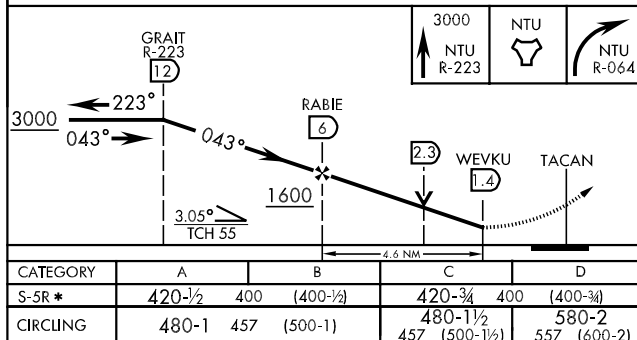


MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

ATIS 317.6	OCEANA APP CON 119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	NORFOLK APP CON 126.05 372.1	OCEANA TOWER 127.075 360.2	GND CON 336.4	CLNC DEL 254.4	ASR/ PAR
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EMERG SAFE ALT 100 NM 2600



VIRGINIA BEACH, VIRGINIA

36°49'N-76°02'W

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

Amdt 1 10210

TACAN RWY 5R

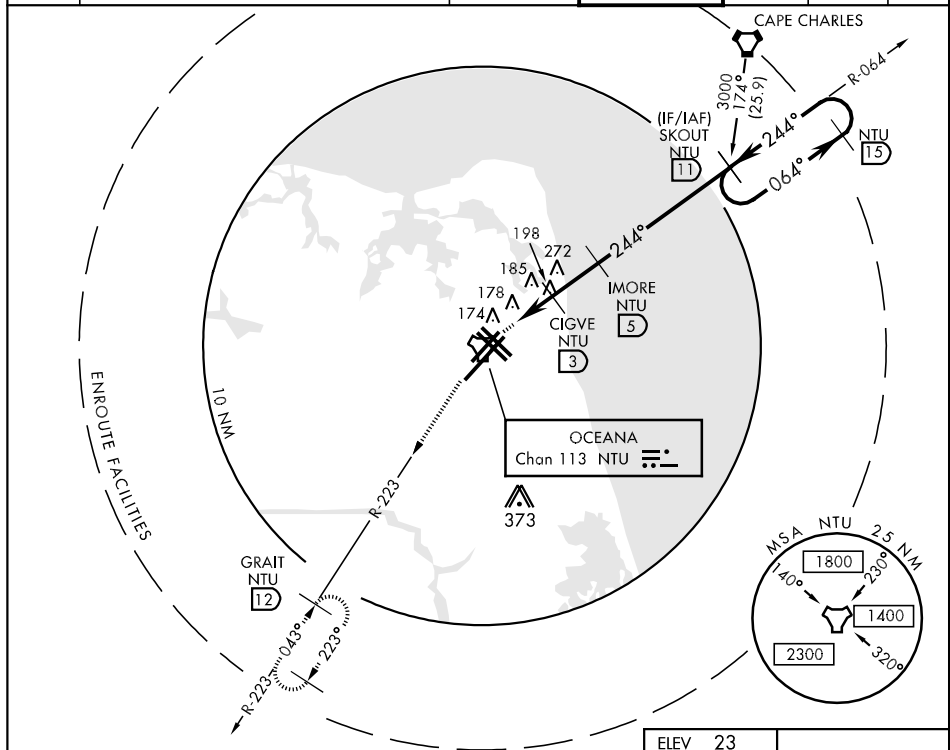
TACAN NTU Chan 113	APCH CRS 244°	Rwy Idg 23L 12,000 23R 8001 TDZE 23L 22 23R 21 Arpt Elev 23	AL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)
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▼ * When ALS inop, increase vis CAT A8 to 1 mile, CAT CD to 1¼ miles.

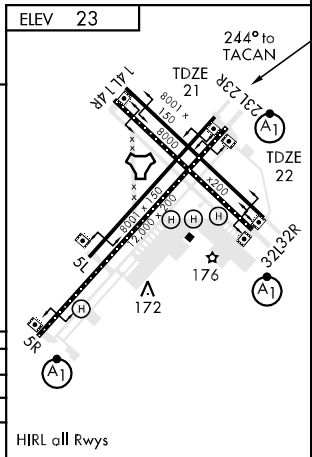
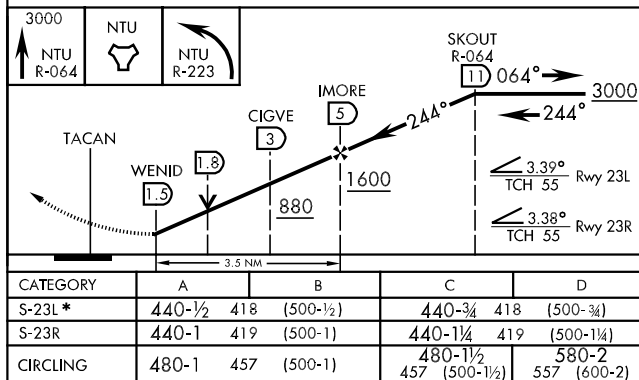


MISSED APPROACH: Climb to 3000 via R-064 to NTU TACAN then via R-223 to GRAIT and hold.

ATIS 317.6	OCEANA APP CON 119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	NORFOLK APP CON 126.05 372.1	OCEANA TOWER 127.075 360.2	GND CON 336.4	CLNC DEL 254.4	ASR/ PAR
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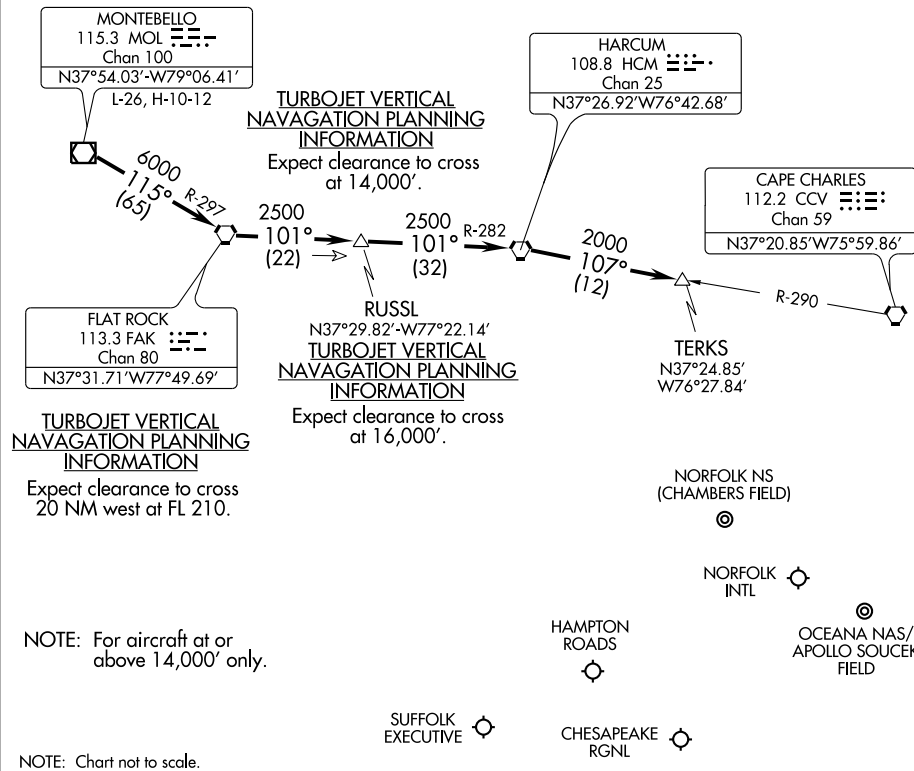
EMERG SAFE ALT 100 NM 2600



TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

NORFOLK APP CON
118.9 353.7
NORFOLK INTL ATIS
127.15
NORFOLK NS ATIS
118.425 342.0
OCEANA NAS ATIS
317.6



NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

TERKS TWO ARRIVAL

(TERKS.TERKS2)

08213

NORFOLK, VIRGINIA

From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

09351

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

WYNNNS-TWO DEPARTURE (WYNNNS2•WYNNNS)

VIRGINIA BEACH, VIRGINIA

ATIS 317.6

CLNC DEL

254.4

GND CON

336.4

OCEANA TOWER

127.075 360.2

OCEANA DEP CON

119.6 288.3 NORTH (NTU R-360 to R-150)

123.9 266.8 SOUTH (NTU R-151 to R-359)

SH-934 [USN]

NORFOLK

116.9 ORF

Chan 116

N36°53.51'

W76°12.02'

OCEANA

Chan 113 NTU

N36°49.45' W76°02.22'

Rwy	Knots	120	180	240	300	360
All	V/V(fpm)	1000	1500	2000	2500	3000

ATC Minimum Climb Rate to FL240

RALEIGH-DURHAM

117.2 RDU

Chan 119

N35°52.35'

W78°47.00'

H-9

WYNNNS

R-082

* Aprx dist fr DER

11,000

RUDKE

KITTE

FL 240

CAUTION:

Turns off Rwy 5, 14 and 32
must avoid Norfolk airspace
3.5 NM West; R-6606 3.5 NM East.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L/R or 14L/R: Climbing right turn to intercept NTU R-175 prior to CANOB. Thence . . .

TAKE-OFF RWY 23L/R: Climbing left turn to intercept NTU R-175 prior to CANOB. Thence . . .

TAKE-OFF RWY 32L/R: Climbing left turn within NTU 2 DME to intercept NTU R-175. Thence . . .

. . . Via NTU R-175 to KITTE, arc south of NTU TACAN via the 49 mile arc to WYNNNS. Cross RUDKE at or above 11,000. Cross KITTE at FL240 or as assigned. Thence . . .

RALEIGH-DURHAM TRANSITION (WYNNNS2.RDU): Via RDU R-082 to RDU VORTAC.

WILMINGTON TRANSITION (WYNNNS2.ILM): Via ILM R-034 to ILM VORTAC.

WYNNNS-TWO DEPARTURE (WYNNNS2•WYNNNS)

VIRGINIA BEACH, VIRGINIA

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

WAKEFIELD MUNI (AKQ) 2 NW UTC-5(-4DT) N36°59.23' W77°00.07'

WASHINGTON

113 B FUEL 100LL NOTAM FILE AKQ

L-36H

RWY 02-20: H4337X75 (ASPH) S-12.5 MIRL

IAP

RWY 02: APAP(PN1L). GA 3.0° TCH 17'. Thld dsplcd 298'. Trees.

RWY 20: APAP(PN1L)—GA 3.0° TCH 17'. Thld dsplcd 470'. Trees.

AIRPORT REMARKS: Attended irregularly. For fuel after hours call 757-899-6066. Apron pavement cracked and in poor condition.

WEATHER DATA SOURCES: ASOS 128.325 (757) 899-2300.

COMMUNICATIONS: CTAF/UNICOM 122.8

FRANKLIN RCO 122.1R 110.6T (LEESBURG RADIO)

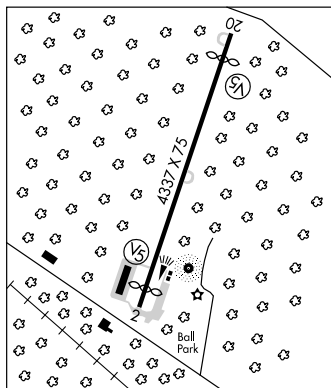
® NORFOLK APP/DEP CON 127.9

RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.

FRANKLIN (L) VORTAC 110.6 FKN Chan 43 N36°42.85'

W77°00.74' 011° 16.4 NM to fld. 90/09W.

NDB (MHW) 274 AKQ N36°58.99' W77°00.07' at fld. NOTAM FILE AKQ. Unmonitored. Unusable byd 10 NM.



WALEY N36°35.96' W76°38.95' NOTAM FILE DCA.

WASHINGTON

NDB (MHW/LOM) 249 RK 035° 5.5 NM to Suffolk Executive.

L-35C, 36H

WALLOPS FLIGHT FACILITY (WAL)(KWAL) NASA 5 S UTC-5(-4DT) N37°56.41' W75°27.98'

WASHINGTON

40 B TPA-1040 (1000) NOTAM FILE DCA

H-101, 121, L-361

RWY 04-22: H8749X150 (PEM) S-57, D-115, 2S-146, 2D-225 HIRL

IAP, AD

RWY 04: REIL. PAPI(P4L)—GA 3.0° RWY 22: REIL. PAPI(P4L)—GA 3.0°

RWY 10-28: H8005X200 (ASPH) S-57, D-115, 2D-225 HIRL.

RWY 10: REIL. PAPI(P4L)—GA 3.0° RWY 28: REIL. PAPI(P4L)—GA 3.0°

RWY 17-35: H4808X150 (ASPH) S-15, D-40, 2D-75 HIRL

RWY 17: REIL. PAPI(P4L)—GA 3.0° RWY 35: REIL. PAPI(P4L)—GA 3.0°

ARRESTING GEAR SYSTEM

RWY 04 HOOK BAK -13(B) (1850)

HOOK BAK-13(B) (1500) RWY 22

MILITARY SERVICE: LGT ACTIVATE rwy lgts and rotating bcn—CTAF.

JASU 3(A/M32A-86) 1 (AM32A-60A) FUEL J5.

Restricted to U.S. government acft on official business only.

FLUID SP PRESAIR

MILITARY REMARKS: RSTD Official business only. PPR 757-824-1688. CAUTION Roadways cross Rwy 17-35. High

seagull bird strike potential. Extensive research test development in progress. Trees right of Rwy 22 thld.

Numerous radar facilities at arpt with possible radio freq hazard to ordnance. Rwy 04 HOOK BAK-13 and Rwy 22

HOOK BAK-13 OTS indef.

WEATHER DATA SOURCES: ASOS 119.175 (757) 824-0820

COMMUNICATIONS: CTAF 126.5

PATUXENT APP/DEP CON 127.95 (Mon-Fri 1200-0400Z†, Sat-Sun 1300-2300Z†, clsd holidays)

WASHINGTON CENTER APP/DEP CON 132.55 (Mon-Fri 0400-1200Z†, Sat-Sun 2300-1300Z†)

TOWER 126.5 Mon-Fri 1200-2200Z† except Federal holidays. GND CON 127.875 CLNC DEL 121.7 INFO SVC 126.5 (2230-1200Z†)

AIRSPACE: CLASS D Mon-Fri 1200-2200Z† except Federal holidays other times Class E.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

SNOW HILL (L) VORTAC 112.4 SWL Chan 71 N38°03.40' W75°27.84' 189° 7.0 NM to fld. 40/8W.

NDB AKQ 274	APP CRS 202°	Rwy ldg TDZE Apt Elev	3867 113 113
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NDB RWY 20

WAKEFIELD MUNI (AKQ)



NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct AKQ NDB and hold.

ASOS
128.325

NORFOLK APP CON
127.9 269.42

UNICOM
122.8 (CTAF)

HOPEWELL
112.0 HPW
Chan 57

2000
171°
(21.4)

022°
247°
067°

SWING

2000
246°
(10.6)

IAF
WAKEFIELD

274 AKQ

Λ 515

10 NM

Λ 1085

ELEV 113

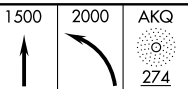
202° to NDB

Rwy 2 ldg 4039'
Rwy 20 ldg 3867'

TDZE 113
02°

4337 X 75

Λ 425



NDB

Remain within 10 NM

022°

2000

202°

CATEGORY	A	B	C	D
S-20	840-1	727 (800-1)	840-2 727 (800-2)	840-2¼ 727 (800-2¼)
CIRCLING	840-1	727 (800-1)	840-2 727 (800-2)	840-2¼ 727 (800-2¼)

MIRL Rwy 2-20

WAKEFIELD, VIRGINIA

Amdt 4C 08157

36°59'N-77°00'W

WAKEFIELD MUNI (AKQ)

NDB RWY 20

APP CRS **203°**
 Rwy ldg **3867**
 TDZE **113**
 Apt Elev **113**

RNAV (GPS) RWY 20

WAKEFIELD MUNI (AKQ)



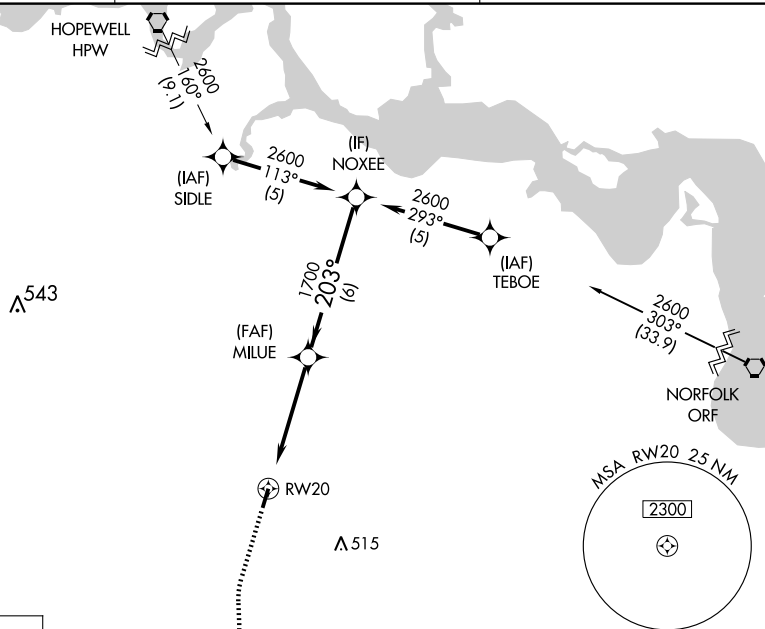
GPS or RNP-0.3 required.
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1100 then climbing
 left turn to 2000 direct FKN VORTAC and hold.

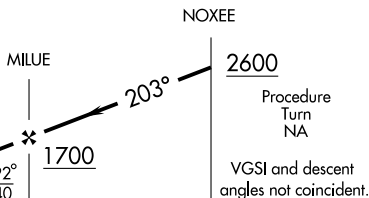
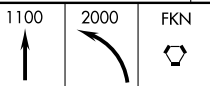
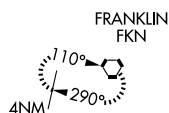
ASOS
128.325

NORFOLK APP CON
127.9 269.42

UNICOM
122.8 (CTAF)

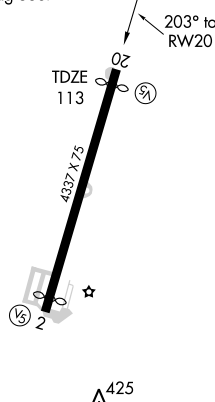


MISSED APCH FIX



ELEV **113**

Rwy 2 ldg 4039'
 Rwy 20 ldg 3867'



CATEGORY	A	B	C	D
LNAV MDA	600-1 487 (500-1)	600-1¼ 487 (500-1¼)	600-1½ 487 (500-1½)	600-1½ 487 (500-1½)
CIRCLING	780-1 667 (700-1)	780-1¾ 667 (700-1¾)	780-2 667 (700-2)	780-2 667 (700-2)

MIRL Rwy 2-20

WARRENTON—FAUQUIER (HWY) 12 SE UTC-5(-4DT) N38°35.18' W77°42.64'

WASHINGTON

336 B S4 FUEL 100LL, JET A NOTAM FILE DCA

H-10H, 12I, L-29E, 34E, 36I, A

RWY 15-33: H5000X100 (ASPH-GRVD) S-15, D-70 HIRL 0.5% up SE

IAP

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 53'. Tree.

RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended 1300Z±—dark. Ultralight activity on and in/ov arpt. Aerobatic activity (3 boxes avbl). Aerobatic demo area within 1.5 NM radius of arpt 3500 ft and blo; 1500-0300Z±. ACTIVATE HIRL Rwy 15-33—CTAF.

WEATHER DATA SOURCES: ASOS 120.350 (540) 788-4078.**COMMUNICATIONS:** CTAF/UNICOM 122.7

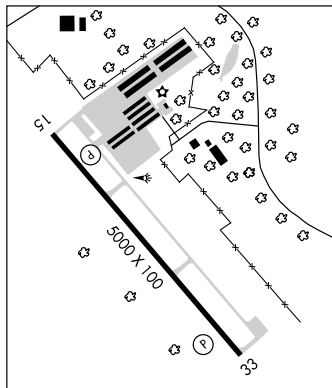
Ⓡ POTOMAC APP/DEP CON 124.65

GCO 135.075 (POTOMAC CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

CASANOVA (H) VORTAC 116.3 CSN Chan 110 N38°38.47'

W77°51.93' 120° 8.0 NM to fld. 439/06W.

**WASHINGTON—DULLES INTL** (See DISTRICT OF COLUMBIA, WASHINGTON)**WAYNESBORO****EAGLE'S NEST** (W13) 3 W UTC-5(-4DT) N38°04.62' W78°56.65'

WASHINGTON

1437 B S4 FUEL 100LL NOTAM FILE DCA

RWY 06-24: H2009X50 (ASPH) MIRL (NSTD)

RWY 06: Tree.

RWY 24: Tree.

AIRPORT REMARKS: Attended 1300-2200Z±. Parachute Jumping. Deer on and in/ov arpt. Glider activity on and in/ov arpt. Numerous cracks along rwy. Some cracks have separated up to 4 inches. Acft parked adjacent to rwy.

ACTIVATE MIRL Rwy 06-24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.05**WEIRWOOD****CAMPBELL FLD** (9VG) 1 W UTC-5(-4DT) N37°27.51' W075°52.73'

WASHINGTON

40 NOTAM FILE DCA

RWY 03-31: 3000X100 (TURF)

RWY 03: P-line.

RWY 14-32: 1455X140 (TURF)

AIRPORT REMARKS: Attended Mar-Nov dalgt hours. Be alert: 60' P-lines located 300' southwest off the AER 03.**COMMUNICATIONS:** CTAF 122.8

APP CRS	Rwy Idg	5000
149°	TDZE	328
	Apt Elev	337

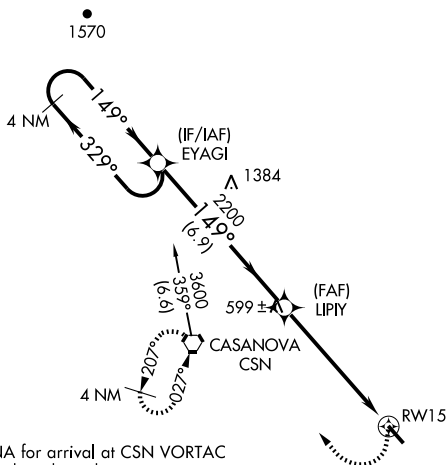
RNAV (GPS) RWY 15

WARRENTON-FAUQUIER (HWY)

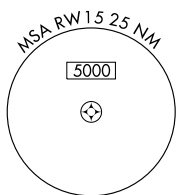
NA DME/DME RNP-0.3 NA. Use Culpeper Rgnl altimeter setting, if not received, use Manassas Rgnl/Harry P Davis Field altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 3000 direct CSN VORTAC and hold.

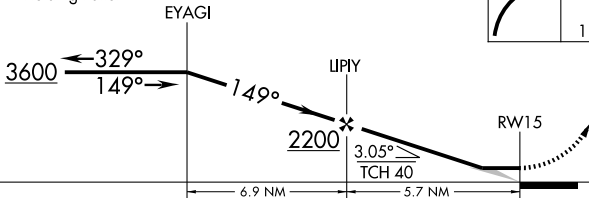
ASOS 120.350	CULPEPER AWOS-3 119.325	POTOMAC APP CON 124.65 306.925	CLNC DEL (GCO) 135.075	UNICOM 122.7 (CTAF) ①
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Procedure NA for arrival at CSN VORTAC on V453 Southeastbound.

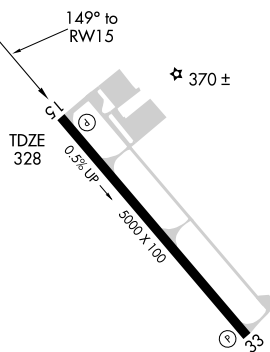


4 NM
Holding Pattern



CATEGORY	A	B	C	D
RNAV MDA	780-1 443 (500-1)	452 (500-1)	780-1½ 452 (500-1½)	780-1½ 452 (500-1½)
CIRCLING	780-1 443 (500-1)	800-1 463 (500-1)	800-1½ 463 (500-1½)	900-2 563 (600-2)

ELEV 337



REIL Rwy 15 and 33
HIRL Rwy 15-33 ①

VORTAC CSN 116.3 Chan 110	APP CRS 119°	Rwy Idg TDZE Apt Elev 5000 327 337
---	------------------------	--

VOR RWY 15

WARRENTON-FAUQUIER (HWY)

▼ NA Use Culpeper Rgnl altimeter setting, if not received, use Manassas Rgnl/Harry P Davis Field altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 3000 direct to CSN VORTAC and hold.

ASOS
120.350

CULPEPER AWOS-3
119.325

POTOMAC APP CON
124.65 306.925

CLNC DEL (GCO)
135.075

UNICOM
122.7 (CTAF) 0

3368

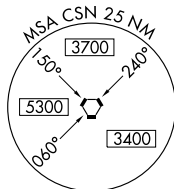
1384

IAF
CASANOVA
116.3 CSN 116.3
Chan 110

MABEE INT
CSN 5.3

R-6608A

R-6608B



10 NM

One Minute
Holding Pattern

VORTAC

2800 ← 299°
119° → 2800

* 1100 when using
Manassas altimeter setting

3.01° TCH 40

*1060

MABEE INT
CSN 5.3

CSN
7.6

5.3 NM

2.3 NM

3000 CSN
116.3

ELEV 337

119° 7.6 NM
from FAF

370 ±

TDZE 327

0.5% UP → 5000 X 100

REIL Rwy 15 and 33
HIRL Rwy 15-33 0

FAF to MAP 7.6 NM

Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32

CATEGORY	A	B	C	D
S-15	1060-1	732 (800-1)	1060-2 732 (800-2)	1060-2¼ 732 (800-2¼)
CIRCLING	1060-1	723 (800-1)	1060-2 723 (800-2)	1060-2¼ 723 (800-2¼)

MABEE FIX MINIMUMS

S-15	740-1	412 (500-1)	740-1¼	412 (500-1¼)
CIRCLING	740-1 403 (500-1)	800-1 463 (500-1)	800-1½ 463 (500-1½)	900-2 563 (600-2)

WEST POINT

MIDDLE PENINSULA RGNL (FYJ) 2 SE UTC-5(-4DT) N37°31.28' W76°45.77'

WASHINGTON

20 B FUEL 100LL, JET A TPA—See Remarks NOTAM FILE FYJ

H-10H, 12I, L-34E, 36H

RWY 10-28: H500X75 (ASPH) S-30, D-50, 2D-85 MIRL

IAP

RWY 10: PAPI(P2L)—GA 3.5° TCH 53'. Trees.

RWY 28: PAPI(P2L)—GA 3.5° TCH 53'. Trees.

AIRPORT REMARKS: Attended 1300-2200Z±. Full and self-serve fuel avbl. Parachute Jumping weekends only. Deer on and in/ovf arpt. TPA—820(800) light acft, 1520(1500) heavy acft. ACTIVATE MIRL Rwy 10-28 and PAPI Rwy 10 and Rwy 28—CTAF.

WEATHER DATA SOURCES: AWOS-3 132.825 (804) 785-2307.

COMMUNICATIONS: CTAF/UNICOM 123.0

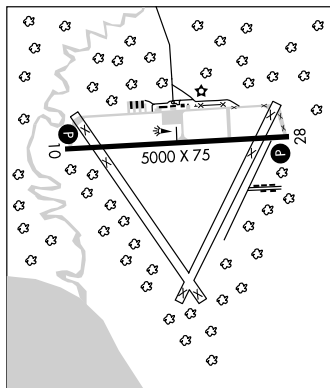
HARCUM RCO 122.1R 108.8T (LEESBURG RADIO)

Ⓡ POTOMAC APP/DEP CON 126.4

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

HARCUM (L) VORTAC 108.8 HCM Chan 25 N37°26.92'

W76°42.68' 338° 5 NM to fld. 8/07W.



WHINE N36°44.02' W81°56.94' NOTAM FILE VJI.

CINCINNATI

NDB (MHW/LOM) 236 VJ 241° 4.9 NM to Virginia Highlands. Unmonitored when arpt unattended.

L-26H

Unusable beyond 15 NM.

WHITMAN STRIP (See MANASSAS)

WILLIAM M. TUCK (See SOUTH BOSTON)

WILLIAMSBURG-JAMESTOWN (JGG) 3 SW UTC-5(-4DT) N37°14.35' W76°42.97'

WASHINGTON

49 B S4 FUEL 100LL, JET A TPA—849(800) NOTAM FILE JGG

L-34E, 36H

RWY 13-31: H3204X60 (ASPH) S-12.5 MIRL(NSTD) 0.8% up NW

IAP

RWY 13: REIL. APAP(PNIL). Trees. Rgt tfc.

RWY 31: REIL. APAP(PNIL). Trees.

AIRPORT REMARKS: Attended 1200Z±—dark. Arpt unattended Christmas Day—attended by req. Deer on and in/ovf arpt. PAEW adjacent to Rwy 13-31. Rwy 31 dep turn left heading 270° to avoid school 3500 ft off rwy end. Noise abatement procedures in effect, ctc arpt manager 757-229-9256. Rwy 13-31 NSTD MIRL, non FAA approved L-800 series. Twy to Rwy 31, east of ramp, pavement and markings poor. Rwy 13 approach path alignment panels need repair. ACTIVATE MIRL Rwy 13-31, REIL and APAP Rwy 13 and 31—CTAF. Ldg fee for commercial and charter acft.

WEATHER DATA SOURCES: AWOS-3 120.625 (757) 220-8810.

COMMUNICATIONS: CTAF/UNICOM 122.8

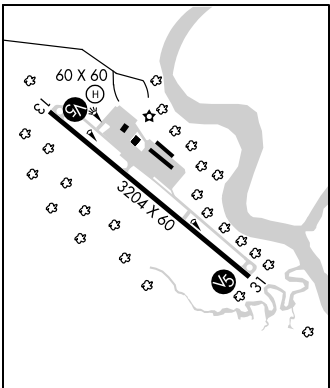
Ⓡ NORFOLK APP/DEP CON 119.45

GCO 135.075 (NORFOLK CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

HARCUM (L) VORTAC 108.8 HCM Chan 25 N37°26.92'

W76°42.68' 188° 12.6 NM to fld. 8/07W.



HELIPAD H1: H60X60 (CONC)

HELIPAD REMARKS: Helipad CLOSED ctc 122.8 for ldg instructions. Helipad H1 perimeter lgts. ACTIVATE MIRL Rwy 13-31, perimeter lgts Helipad H1, REIL and APAP Rwy 13 and 31—CTAF.

WAAS
Ch **40317**
W10A

APP CRS
097°

Rwy Idg
TDZE
Apt Elev

5000
13
20

RNAV (GPS) RWY 10

WEST POINT/MIDDLE PENINSULA RGNL (F'YJ)



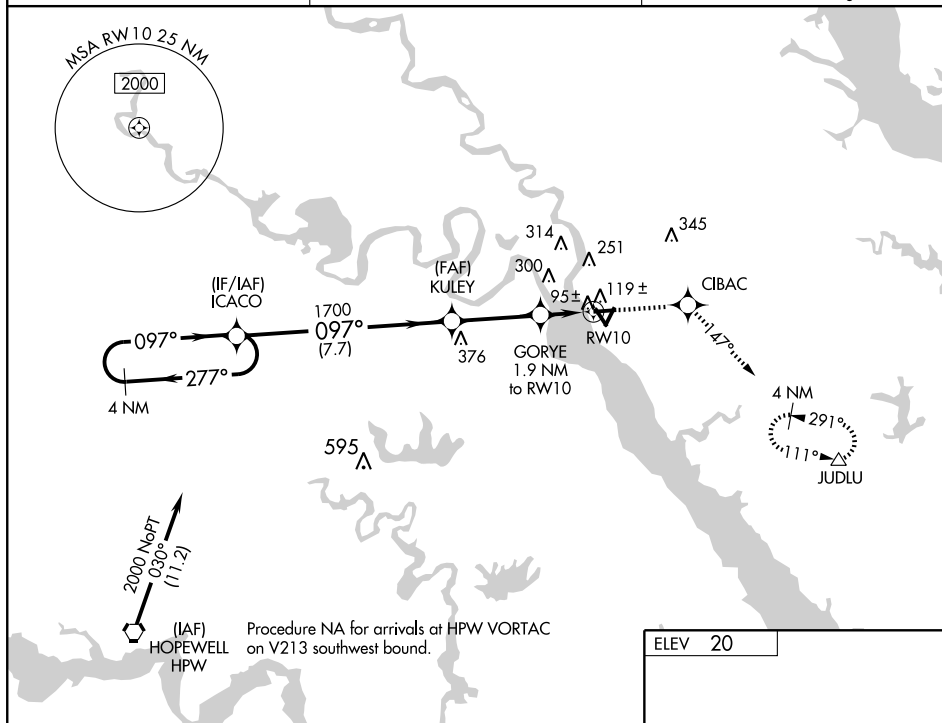
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV NA when using Newport News altimeter setting. When local altimeter setting not received, use Newport News altimeter setting and increase all DA 65 feet and all MDA 80 feet; increase LNAV/VNAV Cat A/B visibility ¼ mile, and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2000 direct CIBAC and on track 147° to JUDLU and hold.

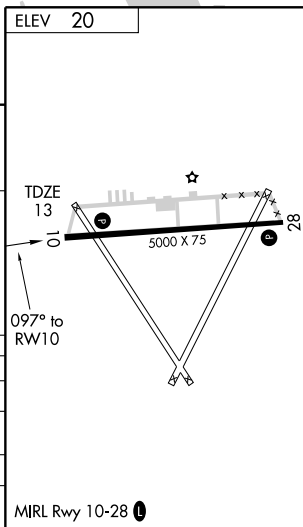
AWOS-3
132.825

POTOMAC APP CON
126.4 282.375

UNICOM
123.0 (CTAF) 0



4 NM Holding Pattern				
ICACO				
2000 ← 277° / 097° →				
GS 3.00° TCH 45				
VGSi and RNAV glidepath not coincident.				
KULEY 1700				
GORYE 1.9 NM to RW10				
RW10				
*LNAV only.				
7.7 NM 3.2 NM 1.9 NM				
CATEGORY	A	B	C	D
LPV DA	263-1	250 (300-1)	NA	
LNAV/VNAV DA	355-1¼	342 (400-1¼)	NA	
VNAV MDA	380-1	367 (400-1)	NA	
CIRCLING	480-1 460 (500-1)	560-1 540 (600-1)	620-1½ 600 (600-1½)	NA



VORTAC HCM	APP CRS	Rwy Idg TDZE	N/A
108.8 Chan 25	337°	Apt Elev	21

VOR-A

WEST POINT/MIDDLE PENINSULA RGNL (F'YJ)

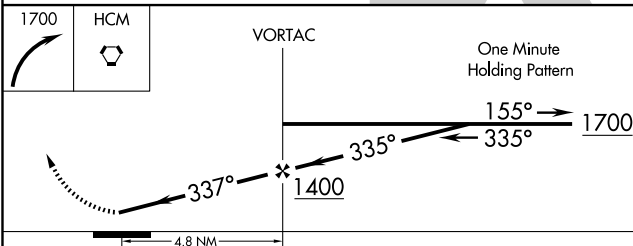
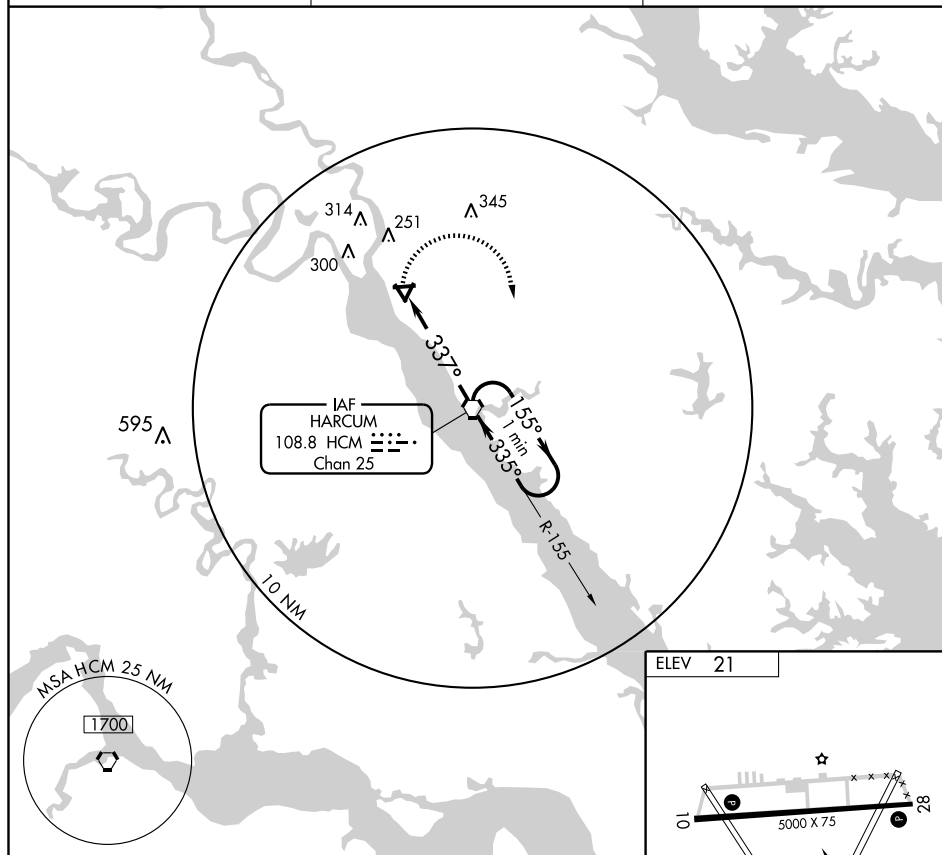
⚠ When local altimeter setting not received, use Newport News altimeter setting and increase all MDAs 80 feet and Cat C visibility ½ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 1700 direct HCM VORTAC and hold.

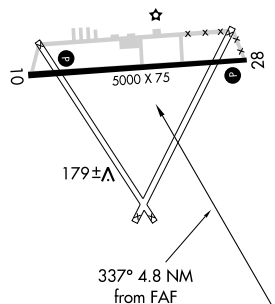
AWOS-3
132.825

POTOMAC APP CON
126.4 282.375

UNICOM
123.0 (CTAF) 0



ELEV 21



MRL Rwy 10-28 0

CATEGORY	A	B	C	D	FAF to MAP 4.8 NM					
CIRCLING	480-1	560-1	620-1½	NA	Knots	60	90	120	150	180
	459 (500-1)	539 (600-1)	599 (600-1½)		Min:Sec	4:48	3:12	2:24	1:55	1:36

VOR-A

WEST POINT

MIDDLE PENINSULA RGNL (FYJ) 2 SE UTC-5(-4DT) N37°31.28' W76°45.77'

WASHINGTON

20 B FUEL 100LL, JET A TPA—See Remarks NOTAM FILE FYJ

H-10H, 12I, L-34E, 36H

RWY 10-28: H500X75 (ASPH) S-30, D-50, 2D-85 MIRL

IAP

RWY 10: PAPI(P2L)—GA 3.5° TCH 53'. Trees.

RWY 28: PAPI(P2L)—GA 3.5° TCH 53'. Trees.

AIRPORT REMARKS: Attended 1300-2200Z±. Full and self-serve fuel avbl. Parachute Jumping weekends only. Deer on and in/ov arpt. TPA—820(800) light acft, 1520(1500) heavy acft. ACTIVATE MIRL Rwy 10-28 and PAPI Rwy 10 and Rwy 28—CTAF.

WEATHER DATA SOURCES: AWOS-3 132.825 (804) 785-2307.

COMMUNICATIONS: CTAF/UNICOM 123.0

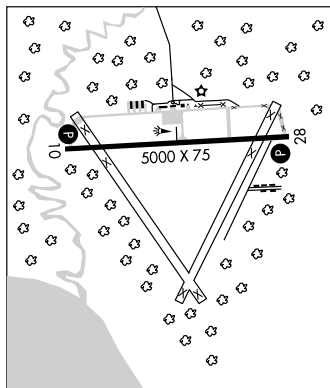
HARCUM RCO 122.1R 108.8T (LEESBURG RADIO)

Ⓡ POTOMAC APP/DEP CON 126.4

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

HARCUM (L) VORTAC 108.8 HCM Chan 25 N37°26.92'

W76°42.68' 338° 5 NM to fld. 8/07W.



WHINE N36°44.02' W81°56.94' NOTAM FILE VJI.

CINCINNATI

NDB (MHW/LOM) 236 VJ 241° 4.9 NM to Virginia Highlands. Unmonitored when arpt unattended.

L-26H

Unusable beyond 15 NM.

WHITMAN STRIP (See MANASSAS)

WILLIAM M. TUCK (See SOUTH BOSTON)

WILLIAMSBURG-JAMESTOWN (JGG) 3 SW UTC-5(-4DT) N37°14.35' W76°42.97'

WASHINGTON

49 B S4 FUEL 100LL, JET A TPA—849(800) NOTAM FILE JGG

L-34E, 36H

RWY 13-31: H3204X60 (ASPH) S-12.5 MIRL(NSTD) 0.8% up NW

IAP

RWY 13: REIL. APAP(PNIL). Trees. Rgt tfc.

RWY 31: REIL. APAP(PNIL). Trees.

AIRPORT REMARKS: Attended 1200Z±—dark. Arpt unattended Christmas Day—attended by req. Deer on and in/ov arpt. PAEW adjacent to Rwy 13-31. Rwy 31 dep turn left heading 270° to avoid school 3500 ft off rwy end. Noise abatement procedures in effect, ctc arpt manager 757-229-9256. Rwy 13-31 NSTD MIRL, non FAA approved L-800 series. Twy to Rwy 31, east of ramp, pavement and markings poor. Rwy 13 approach path alignment panels need repair. ACTIVATE MIRL Rwy 13-31, REIL and APAP Rwy 13 and 31—CTAF. Ldg fee for commercial and charter acft.

WEATHER DATA SOURCES: AWOS-3 120.625 (757) 220-8810.

COMMUNICATIONS: CTAF/UNICOM 122.8

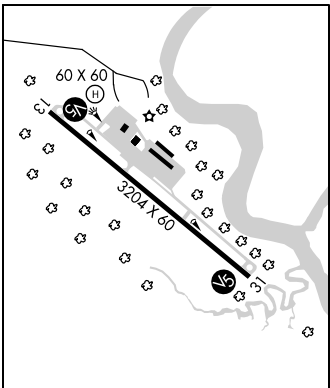
Ⓡ NORFOLK APP/DEP CON 119.45

GCO 135.075 (NORFOLK CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

HARCUM (L) VORTAC 108.8 HCM Chan 25 N37°26.92'

W76°42.68' 188° 12.6 NM to fld. 8/07W.



HELIPAD H1: H60X60 (CONC)

HELIPAD REMARKS: Helipad CLOSED ctc 122.8 for ldg instructions. Helipad H1 perimeter lgts. ACTIVATE MIRL Rwy 13-31, perimeter lgts Helipad H1, REIL and APAP Rwy 13 and 31—CTAF.

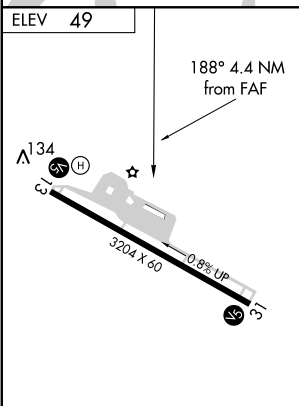
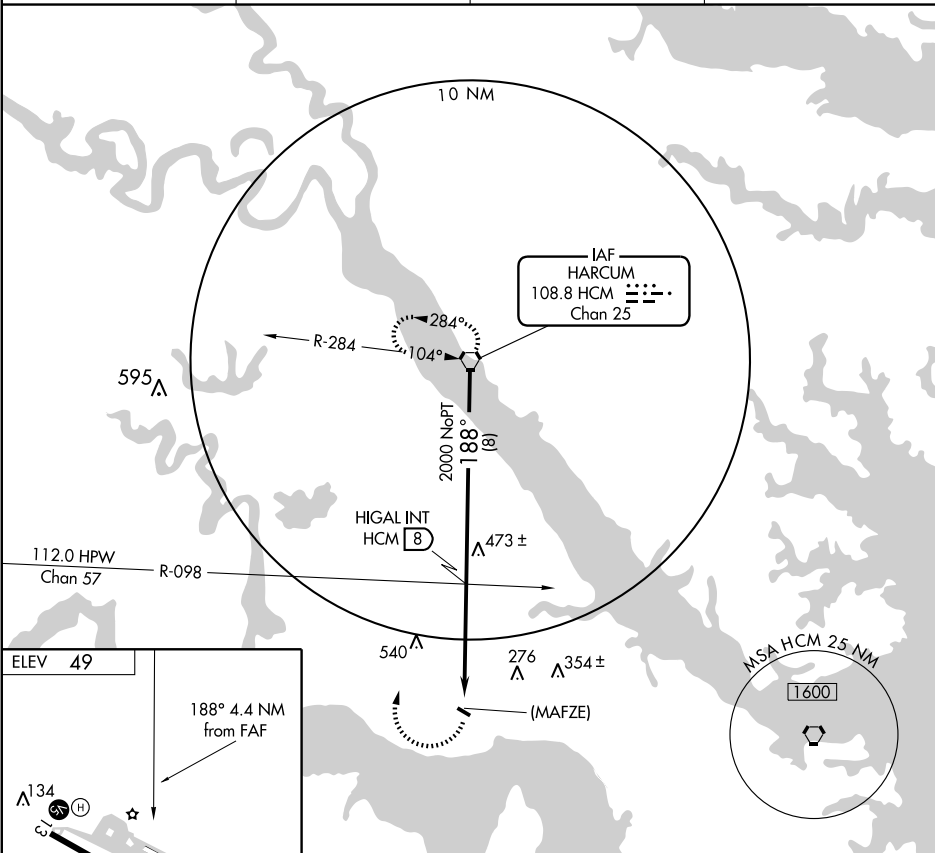
VORTAC HCM 108.8 Chan 25	APP CRS 188°	Rwy Idg TDZE Apt Elev 49	N/A N/A 49
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▼ Use Newport News/Williamsburg Intl altimeter setting.

▲ NA

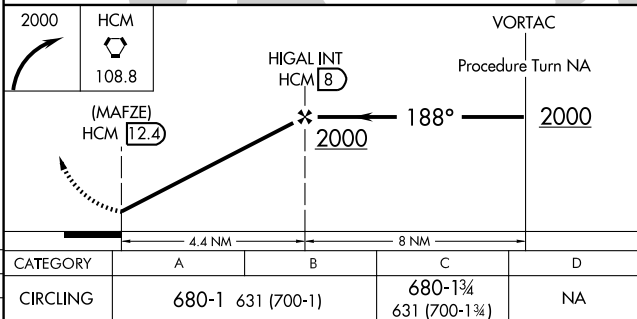
MISSED APPROACH: Climbing right turn to 2000 direct HCM VORTAC and hold.

AWOS-3 120.625	NORFOLK APP CON 119.45 360.6	GCO 135.075	UNICOM 122.8 (CTAF) 1
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REIL Rwy 13 and 31 **1**
MRL Rwy 13-31 **1**

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



BUMPASS**LAKE ANNA** (7W4) 0 NW UTC-5(-4DT) N37°57.94' W77°44.75'**WASHINGTON**

355 B NOTAM FILE DCA

RWY 08-26: H2560X25 (ASPH) S-6 LIRL (NSTD)**RWY 08:** Trees. **RWY 26:** Trees.**AIRPORT REMARKS:** Unattended. No students.**COMMUNICATIONS:** CTAF 122.9

CAMPBELL FLD (See WEIRWOOD)**CAMP PEARY LNDG STRIP** (W94) A 3 NE UTC-5(-4DT) N37°18.77' W76°38.29'**WASHINGTON**

41 NOTAM FILE DCA Not Insp

H-10I, 12I, L-34E, 36H**RWY 05-23:** H5018X51 (ASPH)**IAP****MILITARY REMARKS:** Attended Mon-Fri 1300-2130Z~~±~~. Field rstd, PPR by written req to Base Commander, Attn: Air OPS. Exc when opr under prior permission auth, pilots should maintain at least 3000' abv the arpt elevation within 5 NM.**COMMUNICATIONS:****(R) NORFOLK APP/DEP CON** 125.7 335.625**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.**HARCUM (L) VORTAC** 108.8 HCM Chan 25 N37°26.92' W76°42.68' 164° 8.9 NM to fld. 10/07W.

CAPE CHARLES N37°20.85' W75°59.86' NOTAM FILE DCA.**WASHINGTON****(L) VORTAC** 112.2 CCV Chan 59 042° 21.2 NM to Accomack Co. 10/10W.**H-10I, 12H, L-35D, 36I**

VOR portion unusable:

137°-322° byd 17 NM blo 2000'

137°-322° byd 22 NM blo 3000'

RCO 122.1R 112.2T (LEESBURG RADIO)

CASANOVA N38°38.47' W77°51.93' NOTAM FILE DCA.**WASHINGTON****(H) VORTAC** 116.3 CSN Chan 110 184° 6.9 NM to Culpeper Rgnl. 439/06W.**H-10H, L-29D, 34E, 36I, A**

VORTAC unusable 310°-350° byd 10 NM blo 11000'.

RCO 122.1R 116.3T (LEESBURG RADIO)

CAVERNS N38°41.97' W78°28.30' NOTAM FILE DCA.**WASHINGTON****NDB (MHW)** 245 LUA 224° 2.4 NM to Luray Caverns. Unmonitored when arpt unattended.**L-29G**Unusable 209°-049° byd 15 NM; 050°-208° byd 10 NM.

CHAMBERS FLD (See NORFOLK NS)

APCH CRS
050°

Rwy Idg **5018**
TDZE **41**
Arpt Elev **41**

AL-3214 [USA]

CAMP PEARY LNDG STRIP (KW94)

▼ Use Williamsburg-Jamestown altimeter setting. When not received, use Newport News/Williamsburg Intl altimeter setting and increase all MDAs 20 feet and increase LNAV CAT C and D vis $\frac{1}{2}$ mile. Restricted airfield, PPR. Contact Camp Peary Ops prior to landing.

MISSED APPROACH: Climb to 2000 direct ITARE and hold.

WILLIAMSBURG-JAMESTOWN AWOS-3

NORFOLK APP CON

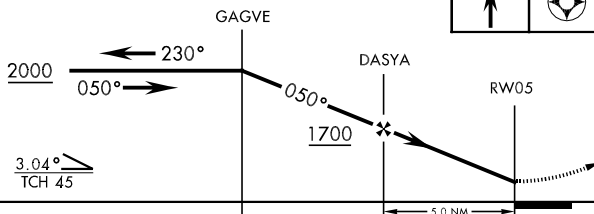
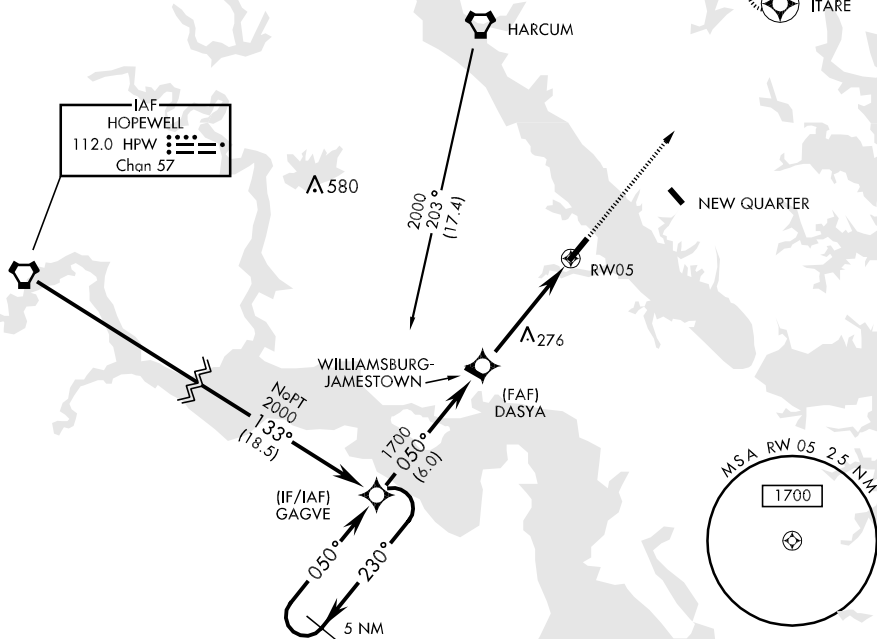
120.625**125.7 335.625**

DME/DME RNP-0.3 NA

Procedure NA for arrivals at HPW VORTAC via V189-260 northbound.

Visibility reduction by helicopters NA.

Procedure NA at night.



ELEV 41

2000

ITARE

TDZE
41050° to
RW05

LIRL Rwy 5-23

CATEGORY	A	B	C	D
LNAV MDA	560-1	519 (600-1)	560-1½ 519 (600-1½)	560-1¾ 519 (600-1¾)
CIRCLING	560-1	519 (600-1)	560-1½ 519 (600-1½)	620-2 579 (600-2)

APCH CRS **230°**
 Rwy Idg **5018**
 TDZE **34**
 Arpt Elev **41**

AL-3214 [USA]

CAMP PEARY LNDG STRIP (KW94)

▼ Use Williamsburg-Jamestown altimeter setting. When not received, use Newport News/Williamsburg Intl altimeter setting and increase all MDAs 20 feet and increase LNAV CAT C vis $\frac{1}{4}$ mile. Restricted airfield, PPR. Contact Camp Peary Ops prior to landing.

MISSED APPROACH: Climb to 2000 direct GAGVE and hold.

WILLIAMSBURG-JAMESTOWN AWOS-3

120.625

NORFOLK APP CON

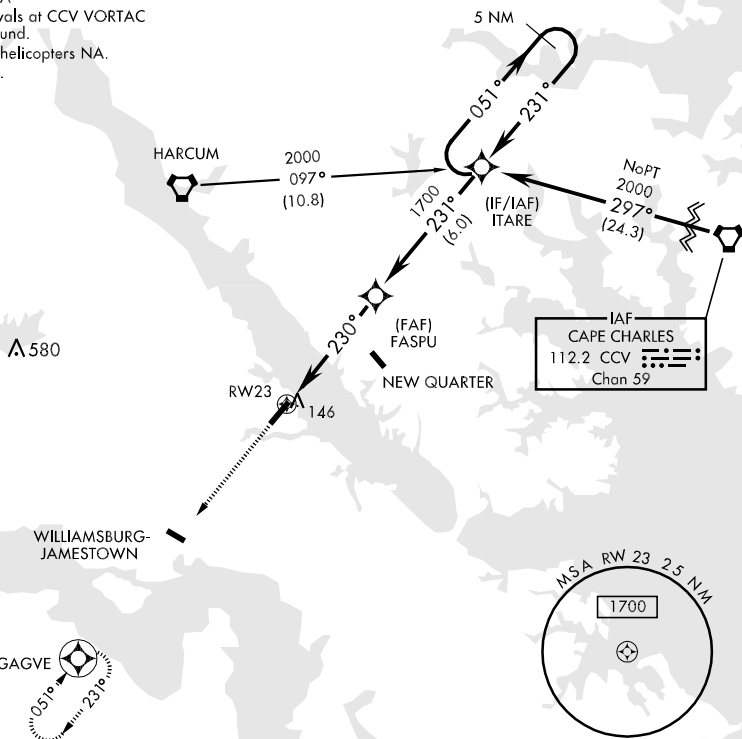
125.7 335.625

DME/DME RNP-0.3 NA

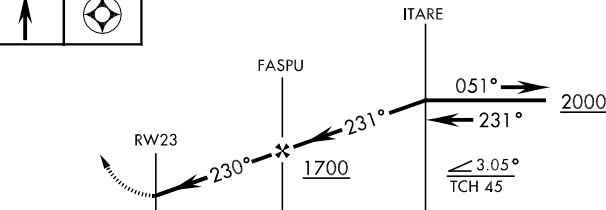
Procedure NA for arrivals at CCV VORTAC via V286 southeast bound.

Visibility reduction by helicopters NA.

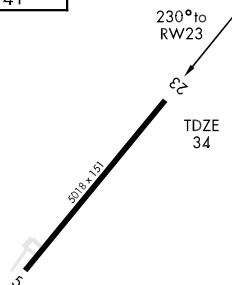
Procedure NA at night.



GAGVE



ELEV 41



CATEGORY	A	B	C	D
LNAV MDA	420-1	386 (400-1)	420-1 1/4	386 (400-1 1/4)
CIRCLING	500-1	459 (500-1)	500-1 1/2	620-2
			459 (500-1 1/2)	579 (600-2)

LIRL Rwy 5-23

VORTAC HCM 108.8 Chan 25	APCH CRS 164°	Rwy Idg TDZE Arpt Elev NA NA 41
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AL-3214 [USA]

CAMP PEARY LNDG STRIP (KW94)

▼ *Circling to Rwy 23 NA at night.
Use Williamsburg-Jamestown altimeter setting. When not received, use Newport News/Williamsburg Intl altimeter setting and increase all MDAs 20 feet. Restricted airfield, PPR.

MISSED APPROACH: Climbing left turn to 2000 direct HCM VORTAC and hold.

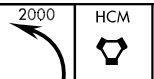
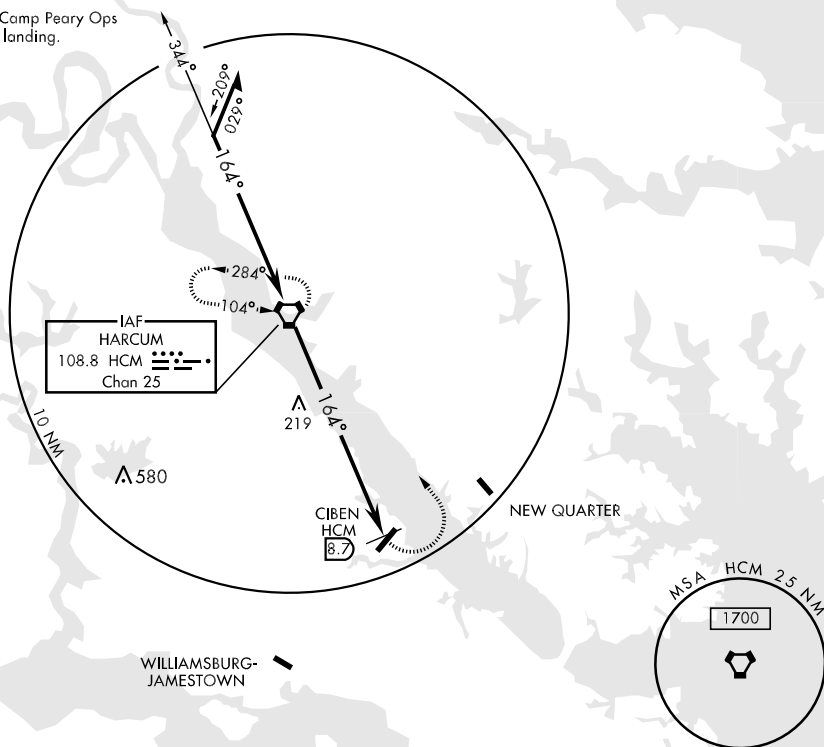
WILLIAMSBURG-JAMESTOWN AWOS-3

NORFOLK APP CON

120.625

125.7 335.625

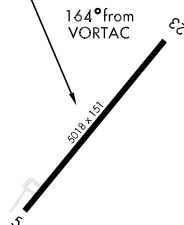
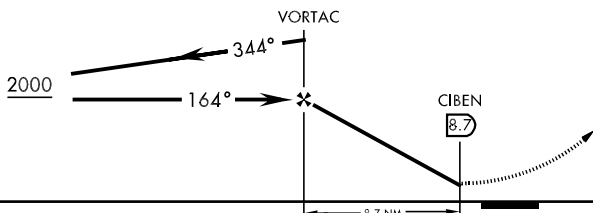
Contact Camp Peary Ops prior to landing.



Remain within 10 NM of HCM VORTAC

ELEV 41

LIRL Rwy 5-23



CATEGORY	A	B	C	D	FAF to MAP 8.7 NM					
CIRCLING *	620-1 579 (600-1)		620-1½ 579 (600-1½)	620-2 579 (600-2)	Knots	60	90	120	150	180
					Min:Sec	8:42	5:48	4:21	3:29	2:54

WINCHESTER RGNL (OKV) 3 SE UTC-5(-4DT) N39°08.61' W78°08.67'
 726 B S4 FUEL 100LL, JET A TPA-See Remarks LRA NOTAM FILE OKV
 RWY 14-32: H5500X100 (ASPH-GRVD) S-45, D-60 MIRL 0.5% up NW

WASHINGTON
 H-10H, 121, L-29D, A
 IAP

RWY 14: REIL. PAPI(P2L)—GA 3.0°TCH 45'. Tree.

RWY 32: MALSR. PAPI(P2L)—GA 3.0°TCH 45'. Tree.

AIRPORT REMARKS: Attended 1200-0000Z±. Deer on and invof arpt.
 Taxi on pavement only. Medical Flight: irregular departure pat.
 ACTIVATE MIRL Rwy 14-32, REIL Rwy 14 and MALSR Rwy 32—CTAF. TPA 2706 (1980) turbo prop and jet acft, 1706 (980) other acft. Flight Notification Service (ADCUS) available. ADCUS avbl 24 hours minimum advance notice required call 804-661-3660 Mon-Fri, after hours and weekends call 703-661-3632.

WEATHER DATA SOURCES: AWOS-3 124.85 (540) 662-6970.

COMMUNICATIONS: CTAF/UNICOM 122.7

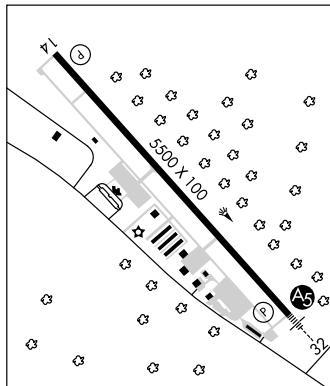
Ⓡ **POTOMAC APP/DEP CON** 120.45 **CLNC DEL** 126.15

RADIO AIDS TO NAVIGATION: NOTAM FILE MRB.

MARTINSBURG (L) VORTAC 112.1 MRB Chan 58 N39°23.13'
 W77°50.90' 231° 20 NM to fld. 600/07W.

ILS/DME 109.55 I-TZX Chan 32Y Rwy 32. CLASS IB.

Unmonitored when arpt unattended.



WISE

LONESOME PINE (LNP) 3 NE UTC-5(-4DT) N36°59.25' W82°31.80'

2684 B FUEL 100LL, JET A NOTAM FILE LNP

RWY 06-24: H5280X100 (ASPH-GRVD) S-42, D-55, 2D-100 MIRL 0.3% up NE

RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

RWY 24: REIL. ODALS (NSTD). PAPI(P2R)—GA 3.0° TCH 36'. Trees.

AIRPORT REMARKS: Attended Apr-Oct Mon-Sat 1300-0000Z±, Sun irregularly, Nov-Mar Mon-Sat 1300-2230Z±, Sun irregularly. Rwy 06-24—three inch gradual dip starting 2000 ft from thld Rwy 24 continuing for 300 ft. Rwy 24 NSTD ODALS, 5 lgt configuration. ACTIVATE MIRL Rwy 06-24, ODALS Rwy 24 and REIL Rwy 06 and Rwy 24—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.6 (276) 328-3727.

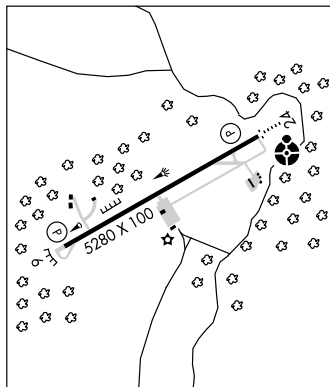
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 126.57

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

GLADE SPRING (L) VOR/DME 110.2 GZG Chan 39 N36°49.51'
 W82°04.74' 296° 23.8 NM to fld. 4200/02W. HIWAS.

ILS/DME 110.7 I-OWN Chan 44 Rwy 24.



CINCINNATI
 H-9B, 12H, L-26H
 IAP

WOODRUM N37°19.45' W79°58.74' NOTAM FILE ROA.

(T) **VORW** 114.9 ODR at Roanoke Rgnl/Woodrum Field.

VOR unusable 035°-110° byd 10 NM blo 6500', 035°-110° byd 10 NM blo 4,200', 035°-050° byd 20 NM blo 7000', 290°-360° byd 15 NM.

CINCINNATI
 L-26I

ILS or LOC RWY 32

WINCHESTER RGNL (OKV)

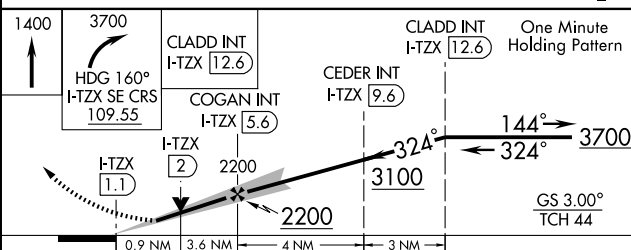
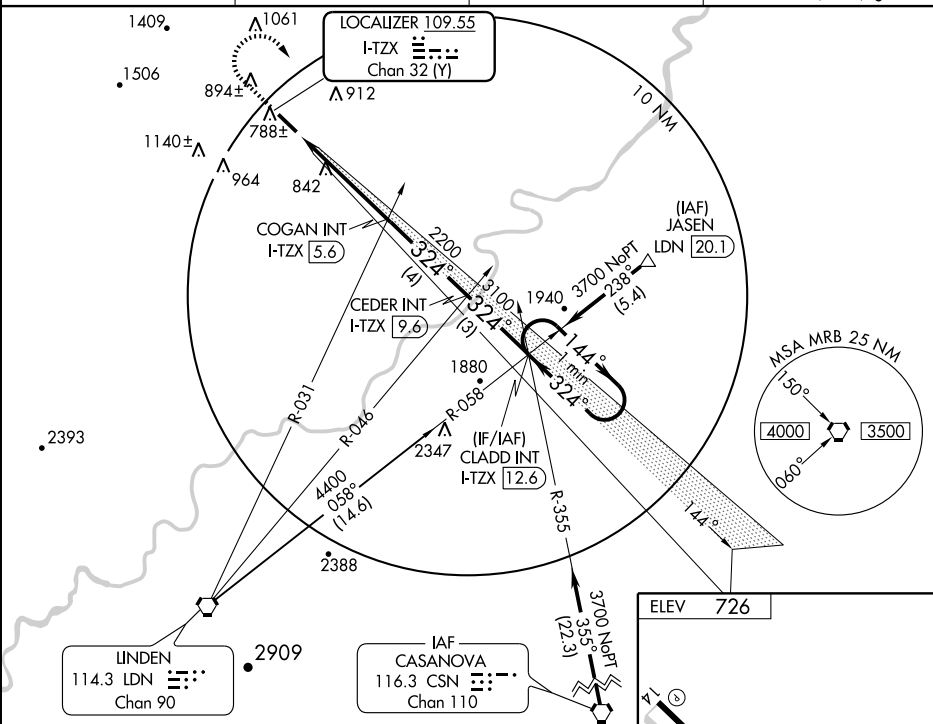
LOC/DME I-TZX 109.55 Chan 32 (Y)	APP CRS 324°	Rwy Idg TDZE Apt Elev	5500 715 726
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NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and Circling Cat C visibility ½ mile. For inoperative MALS, increase S-LOC 32 Cat C visibility to 1 mile. For inoperative MALS when using Martinsburg altimeter setting, increase S-ILS 32 All Cats visibility ½ mile. VDP NA when using Martinsburg altimeter setting.

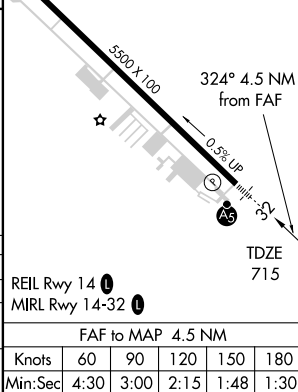
MALS



MISSED APPROACH:
Climb to 1400 then climbing right turn to 3700 via heading 160° and I-TZX SE course to CLADD Int/I-TZX 12.6 DME and hold.

AWOS-3
124.85POTOMAC APP CON
120.45 306.925CLNC DEL
126.15UNICOM
122.7 (CTAF) 0

CATEGORY	A	B	C	D
S-ILS 32	915-½	200 (200-½)		
S-LOC 32	1040-½	325 (400-½)	1040-¾	325 (400-¾)
CIRCLING	1120-1 394 (400-1)	1260-1 534 (600-1)	1260-1½ 534 (600-1½)	1280-2 554 (600-2)



WAAS CH 70712 W14A	APP CRS 144°	Rwy Idg TDZE Apt Elev	5500 726 726
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RNAV (GPS) RWY 14

WINCHESTER RGNL (OKV)

Baro-VNAV NA when using Martinsburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and increase LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibilities ½ mile. VDP NA when using Martinsburg altimeter setting.

MISSED APPROACH: Climb to 3700 direct CLADD and hold.

AWOS-3
124.85

POTOMAC APP CON
120.45 306.925

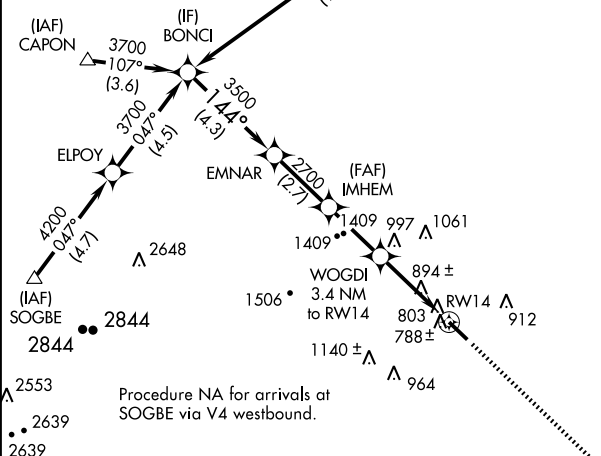
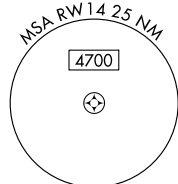
CLNC DEL
126.15

UNICOM
122.7 (CTAF) 0

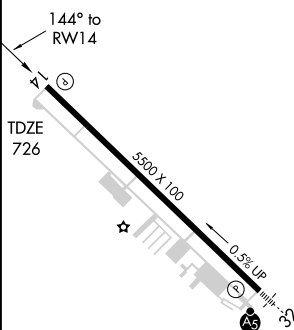
Procedure NA for arrivals at CAPON via V166 westbound and V92 northwest bound.

(IAF) MUMSY

Procedure NA for arrivals at MUMSY via V44 eastbound.



ELEV 726



REIL Rwy 14 0
MIRL Rwy 14-32 0

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WINCHESTER, VIRGINIA
Orig 09239

39°09'N - 78°09'W

WINCHESTER RGNL (OKV)
RNAV (GPS) RWY 14


NE-3, 23 SEP 2010 to 21 OCT 2010

NE-3, 23 SEP 2010 to 21 OCT 2010

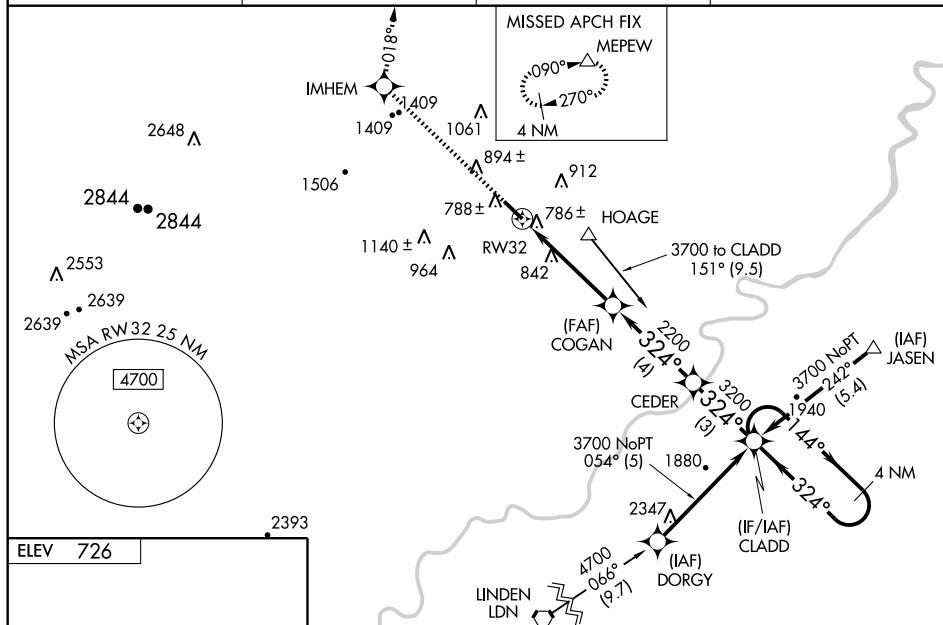
WAAS CH 97512 W32A	APP CRS 324°	Rwy Idg TDZE Apt Elev	5500 715 726
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RNAV (GPS) RWY 32

WINCHESTER RGNL (OKV)

Baro-VNAV NA when using Martinsburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet, and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cats A, B and C visibility to 1 mile and LNAV Cat D visibility to 1½ mile. Inoperative table does not apply to LPV. For inoperative MALSR when using Martinsburg altimeter setting, increase LPV all Cats and LNAV Cats A and B visibility to 1 mile. VDP NA when using Martinsburg altimeter setting.	MALSR 	MISSED APPROACH: Climb to 5000 direct IMHEM and via track 018° to MEPEW and hold, continue climb-in-hold to 5000.
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AWOS-3 124.85	POTOMAC APP CON 120.45 306.925	CLNC DEL 126.15	UNICOM 122.7 (CTAF) ①
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ELEV 726	5000	IMHEM	018° track	MEPEW	CLADD	4 NM Holding Pattern
5500 x 100	5000	IMHEM	018° track	MEPEW	CLADD	4 NM Holding Pattern
TDZE 715	5000	IMHEM	018° track	MEPEW	CLADD	4 NM Holding Pattern
324° to RW32	5000	IMHEM	018° track	MEPEW	CLADD	4 NM Holding Pattern
REIL Rwy 14 ①	5000	IMHEM	018° track	MEPEW	CLADD	4 NM Holding Pattern
MIRL Rwy 14-32 ①	5000	IMHEM	018° track	MEPEW	CLADD	4 NM Holding Pattern
WINCHESTER, VIRGINIA	5000	IMHEM	018° track	MEPEW	CLADD	4 NM Holding Pattern
Orig 09267	5000	IMHEM	018° track	MEPEW	CLADD	4 NM Holding Pattern
39°09'N - 78°09'W	5000	IMHEM	018° track	MEPEW	CLADD	4 NM Holding Pattern
RNAV (GPS) RWY 32	5000	IMHEM	018° track	MEPEW	CLADD	4 NM Holding Pattern

VORTAC MRB 112.1 Chan 58	APP CRS 231°	Rwy Idg TDZE Apt Elev 726	N/A N/A
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VOR/DME-A
WINCHESTER RGNL (OKV)

When local altimeter setting not received, use Martinsburg altimeter setting and increase all MDA 80 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 via MRB R-231 to CWINE/MRB 15 DME and hold, continue climb-in-hold to 3000.

AWOS-3
124.85

POTOMAC APP CON
120.45 306.925

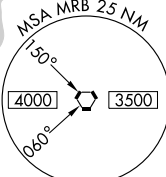
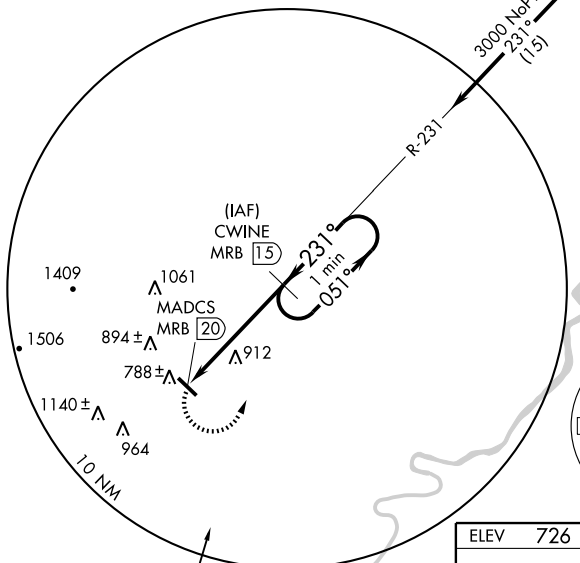
CLNC DEL
126.15

UNICOM
122.7 (CTAF) **0**

△ 2905

Procedure NA for arrivals on MRB VORTAC airway radials 223 CW 284.

IF/IAF
MARTINSBURG
112.1 MRB Chan 58



LINDEN
114.3 LDN Chan 90

3000

MRB R-231
112.1

CWINE
MRB 15

CWINE
MRB 15

One Minute
Holding Pattern

MADCS
MRB 20

051°

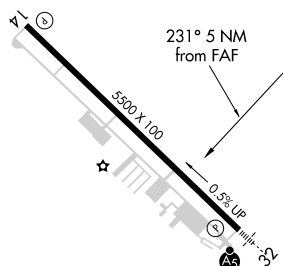
231°

3000

5 NM

CATEGORY	A	B	C	D
CIRCLING	1180-1 454 (500-1)	1260-1½ 534 (600-1½)	1260-1½ 534 (600-1½)	1280-2 554 (600-2)

ELEV 726



REIL Rwy 14 **0**
MIRL Rwy 14-32 **0**

WINCHESTER RGNL (OKV) 3 SE UTC-5(-4DT) N39°08.61' W78°08.67'
 726 B S4 FUEL 100LL, JET A TPA-See Remarks LRA NOTAM FILE OKV
 RWY 14-32: H5500X100 (ASPH-GRVD) S-45, D-60 MIRL 0.5% up NW

WASHINGTON
 H-10H, 121, L-29D, A
 IAP

RWY 14: REIL. PAPI(P2L)—GA 3.0°TCH 45'. Tree.

RWY 32: MALSR. PAPI(P2L)—GA 3.0°TCH 45'. Tree.

AIRPORT REMARKS: Attended 1200-0000Z±. Deer on and invof arpt.
 Taxi on pavement only. Medical Flight: irregular departure pat.
 ACTIVATE MIRL Rwy 14-32, REIL Rwy 14 and MALSR Rwy 32—CTAF. TPA 2706 (1980) turbo prop and jet acft, 1706 (980) other acft. Flight Notification Service (ADCUS) available. ADCUS avbl 24 hours minimum advance notice required call 804-661-3660 Mon-Fri, after hours and weekends call 703-661-3632.

WEATHER DATA SOURCES: AWOS-3 124.85 (540) 662-6970.

COMMUNICATIONS: CTAF/UNICOM 122.7

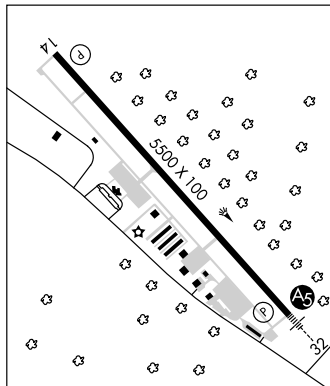
Ⓡ **POTOMAC APP/DEP CON** 120.45 **CLNC DEL** 126.15

RADIO AIDS TO NAVIGATION: NOTAM FILE MRB.

MARTINSBURG (L) VORTAC 112.1 MRB Chan 58 N39°23.13'
 W77°50.90' 231° 20 NM to fld. 600/07W.

ILS/DME 109.55 I-TZX Chan 32Y Rwy 32. CLASS IB.

Unmonitored when arpt unattended.



WISE

LONESOME PINE (LNP) 3 NE UTC-5(-4DT) N36°59.25' W82°31.80'

2684 B FUEL 100LL, JET A NOTAM FILE LNP

RWY 06-24: H5280X100 (ASPH-GRVD) S-42, D-55, 2D-100 MIRL 0.3% up NE

RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

RWY 24: REIL. ODALS (NSTD). PAPI(P2R)—GA 3.0° TCH 36'. Trees.

AIRPORT REMARKS: Attended Apr-Oct Mon-Sat 1300-0000Z±, Sun irregularly, Nov-Mar Mon-Sat 1300-2230Z±, Sun irregularly. Rwy 06-24—three inch gradual dip starting 2000 ft from thld Rwy 24 continuing for 300 ft. Rwy 24 NSTD ODALS, 5 lgt configuration. ACTIVATE MIRL Rwy 06-24, ODALS Rwy 24 and REIL Rwy 06 and Rwy 24—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.6 (276) 328-3727.

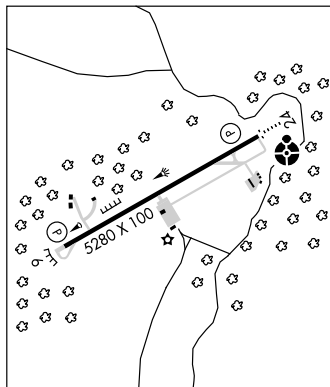
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 126.57

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

GLADE SPRING (L) VOR/DME 110.2 GZG Chan 39 N36°49.51'
 W82°04.74' 296° 23.8 NM to fld. 4200/02W. HIWAS.

ILS/DME 110.7 I-OWN Chan 44 Rwy 24.



CINCINNATI
 H-9B, 12H, L-26H
 IAP

WOODRUM N37°19.45' W79°58.74' NOTAM FILE ROA.

(T) **VORW** 114.9 ODR at Roanoke Rgnl/Woodrum Field.

VOR unusable 035°-110° byd 10 NM blo 6500', 035°-110° byd 10 NM blo 4,200', 035°-050° byd 20 NM blo 7000', 290°-360° byd 15 NM.

CINCINNATI
 L-26I

LOC/DME RWY 24
WISE/ LONESOME PINE (LNP)

MISSED APPROACH: Climb to 3300 then climbing right turn to 6400 via heading 272° and AZQ VOR/DME R-140 to RISTE/AZQ 20 DME and hold.

UNICOM
123.0 (CTAF) **L**



WISE/LONESOME PINE (LNP)
LOC/DME RWY 24

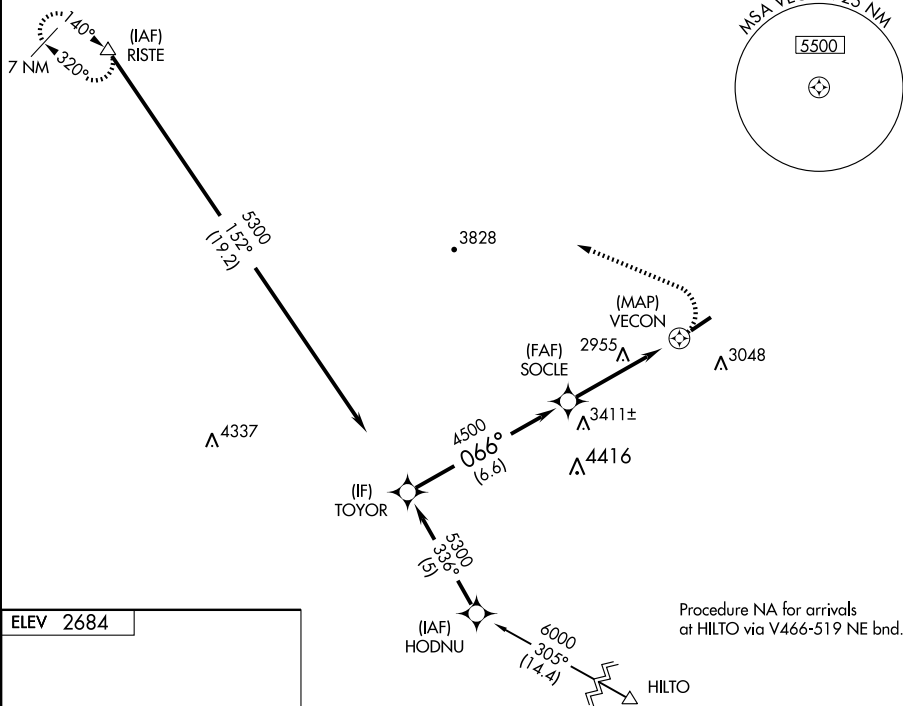
APP CRS
066°Rwy ldg
TDZE **5280**
Apt Elev **2671**
2684**RNAV (GPS) RWY 6**

WISE/LONESOME PINE (LNP)



If local altimeter setting not received, use Virginia Highlands altimeter setting and increase all MDAs 160 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 6400 direct RISTE and hold.

AWOS-3
118.6INDIANAPOLIS CENTER
126.57 253.5UNICOM
123.0 (CTAF) 0

ELEV 2684

